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Scale AVIATION Modeller International

Fiat B.R.20

by Richard J. Caruana

Focke-Wulf Fw 190

Supermarine Walrus

Shorts Tucano T Mk I

Sea Hurricane

Volume 9 Issue 3 March 2003 £3.50

LATEST NEWS • PREVIEWS • REVIEWS • ACCESSORIES • DECALS

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The Aztek A4709.

Easy to change colors. Easy to change nozzles. Easy to change hands. Easy to make the right choice.

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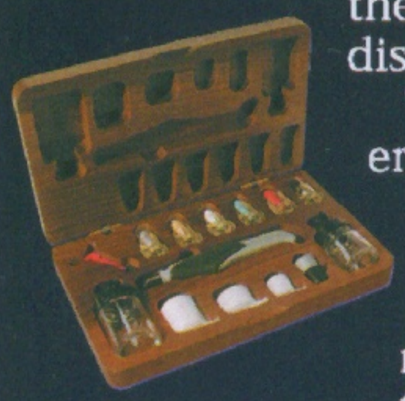

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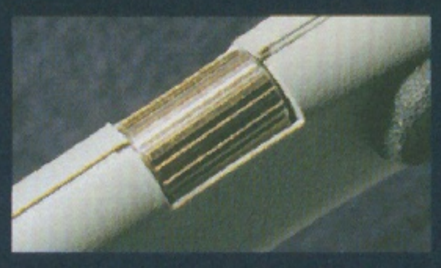

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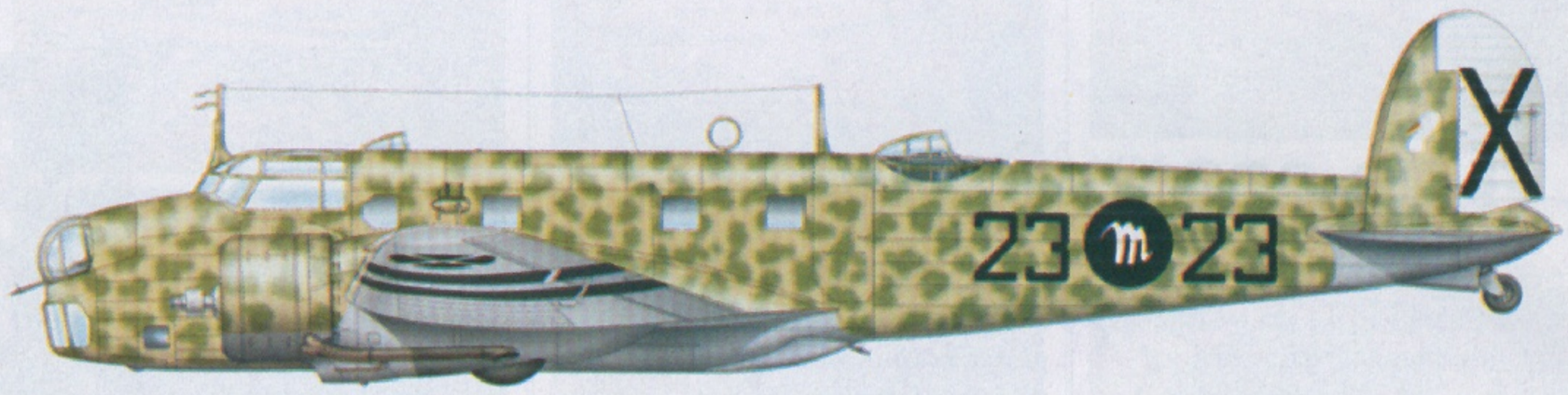

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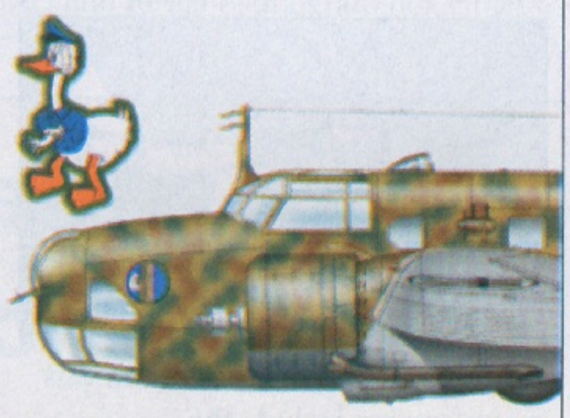

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Scale Aviation Modeller International is published monthly by SAM Publications and is distributed to the news trade by the last Thursday of each month. Next edition date is 27th March 2003.

editorial

The season starts!

Yes, although it is only late January when I am writing this, I have already attended the first model show of the year! Admittedly it is my own club's event and only 12 minutes away from home, but in January what more can you expect! The IPMS Milton Keynes show at Bletchley was a great event, and it really set the scene for the whole year. I have to say that there seemed to be a lot more 'new' models on the club stands and that is great to see, obviously you have all been very busy, which is excellent news.

When ever I attend a show, either in relation to this title or as a 'punter' the overall tone of it is very important. I have gone to lots of events in the Midlands and South of England over the years and some of them have a really upbeat feel to them, they are friendly and I always go again, while others are not and therefore I don't go back. The people involved in running these events give their time and effort freely and so often don't get any praise, just complaints. I often think that many of you feel it is your 'right' to have space at a show, but just how many of you are giving your time and (yes) money to arrange and run a club or an event? Every club seems to have specific groups in them, those who do and those who don't. The former are the organisers and motivators of a club or show and are the lifeblood of the hobby. The latter do nothing, have the loudest voice at AGMs (e.g. make the most complaints) and use their club's stand at events like a cloakroom where they can dump their coat and purchases throughout the day! If you have a show with too many of the latter it dies, as will a club with that type of membership. We all get various things from our hobby and they range from pure relaxation to active motivation. These are all fine and I commend you all for your commitment to our hobby and its support, but when you are next having a show that involves your club either showing items on your club stand or actively running the event, give a little of your time to it and actively support it. Ensure you are on your club stand for two or three hours throughout the day, or help other club members on the door, assisting traders and clubs to set up or take down their stands. Little things make so much difference to the smooth running of an event, so every little helps and it all makes for a far 'friendlier' feel to an event that everyone else will enjoy and want to come back to.

Get involved in this hobby, don't just sit on the sidelines and think someone else will do everything for you. If we all join in just think how great this hobby can be for everyone, and just how many new friends and fellow modellers you will get to meet!

Richard A. Franks

Group Editor
SAM Publications

news update

ANIGRAND CRAFTSWORK

1/72nd

The most recent resin kits from this manufacturer include the MiG-105-11 EPOS spaceplane (#7204/£25.50) and the Curtiss Wright X-19 VTOL (#7205/£32.85).

EASTERN EXPRESS

1/72nd

Back again in this scale are two old Frog kits in the form of the de Havilland Sea Venom (#72225/£5.99)

and the Fairey Gannet Mk 1 (#72266/£5.95).

TAMIYA

1/32nd

Noted recently in Japan was the release of the McDD F-15E Strike Eagle 'Bunkerbuster' (#60312/¥12400) which is an updated version of the

kit with full weapons load etc. We are not sure when this will be available in the Uk though.

Pavla Models

1/72nd

Most recent in this scale from Pavla is the Reggiane Re.2005 'Sagittario' (#72040/£10.35).

Hi-Tech

1/48th

Arriving in the UK in late January was the Breguet XIV A2 'Photo Version', which is a conversion on the original Breguet XIV kit, and it retails for £18.40.

Czech Master Resin

1/72nd

Two of the most recent resin kits from this manufacturer are the V.S. Seafire IIC (#1130/£18.99) and V.S. Seafire III (#1131/£18.99).

FUJIMI

1/72nd

Noted for release in Japan during February in this scale was the N.A. F-86F-30 'Skyblazers' (#72141/¥1800).

1/48th

While in this scale the JASDF F-15J '2002 Senkyo 303FG' (#32021/¥3000) was also released.

MINICRAFT MODEL KITS

1/144th

New and reissued kits in this scale in the UK during late January included the Boeing B-29 Superfortress 'Bocks Car' (#14487/£3.75), Douglas C-47 Dakota (#14488/£7.49), Douglas

C-47A Dakota (#14489/£6.99), Douglas DC-3 'American Airlines' (#14490/£6.99), Lockheed Super

Constellation 'Eastern Airlines' (#14491/£9.99) and Boeing 757-200 'United Airlines' (#14492/£12.99).

1/48th

Making it into the UK in late January was the Sikorsky UH-60 'US Customs' (#11629) at £11.99.

be just £29.95 in the UK and should be reaching us by March.

1/24th

In this scale the next release is the V.S. Spitfire Mk Vb (#2403) and this will be £79.95 in the UK and should be on the shelves some time during March.

for 2003

SILVER CLOUD

1/48th

Released in late January within this range was Martin-Baker MB.5. This kit features limited-run injection moulded plastic and pewter metal detail parts, waterslide decals and full colour presentation box. It (SC4820) is limited to just 1,000 kits worldwide and retails for £27.99.

The Silver Cloud range is exclusively distributed in the USA by Squadron Mail Order. For all other markets please visit www.pegasusmodels.com or write to P.O. Box 50, Whitstable, Kent, CT5 2DU.

Welsh Models

1/144th

Two new vac-formed kits in this scale were released by this manufacturer in late January and they were the E.E. Lightning F.2/F.6 (#W04/£7.99) and Hunting Jet Provost T.5 (#W10/£7.99).

LF MODELS

1/72nd

Two new resin kits from this manufacturer made their way into the UK in late January and they were

the Junkers Ju 88V-28/B-1 (#7230/£51.50) and Consolidated PB2A (#7248/£28.35).

RVHP

1/48th

New resin kits in this scale from RVHP during early February included the Yakolev Yak-11 (#4814/£33.80) with decals for an East Germany and two Soviet aircraft

and the LET C-11 [Czech-built Yak-11] (#4816/£33.80) with decals for two Egyptian, Austrian and Hungarian versions.

1/32nd

Just for those of you who like to know these things, the UK retail price and anticipated delivery date for the new Grumman F4F-4 Wildcat (#2223) in this scale have been announced. It will

Just in case you did not see our New Kit Listing last month, the following new items have already been announced by Hasegawa for 2003.

McDD AV-8B Harrier II Plus, 1/48 F-8J Crusader, and Mitsubishi F-2A all in 1/48th scale and an all-new (not a revised tooling!) kit of the Focke-Wulf Fw 190D-9 in 1/32nd scale.

I don't think that the latter will take that long to appear in a Revell AG and Revell-Monogram box either!

Celebrating a Century of Flight!

The Top 100 Poll

December 2003 marks the Centenary of the first powered flight and Scale Aviation Modeller International wants to celebrate it and is asking you, our readers, for your votes.

All you have to do is email (sampublications@comsam.co.uk), fax (+44 [0] 8707 333744) or write (SAM Publications, Media House, 21 Kingsway, Bedford. MK42 9BJ) telling us which aircraft types you consider to be the TEN most significant in the last 100 years. Alternatively you can fill out a form online at www.sampublications.com.

Richard J. Caruana has undertaken to produce colour side profiles of the top 100 types in accordance with these votes and these will appear in the December 2003 edition.

ALL VOTES MUST BE IN BY THE 31ST AUGUST 2003.

www.sampublications.com

1/200th

Recently released in Japan in this scale is the Airbus A320 'Air France' (#10644/¥1400).

1/144th

The most recent release in Europe in this scale is the YS-11 'Japanese Maritime Safety Agency Old Fashion' (#10643/¥1800/£14.99).

1/72nd

Arriving in the UK in late January were the Focke-Wulf Fw 190F-8 'Hungarian Air Force' (#00390/£9.99), P-51D Mustang 'Glamorous Glennis' (#00391/£9.99), Lockheed CT-133 Silver Star 'Black Knights' (#00392/£9.99), Mitsubishi F-2B '4th Air Wing' (#00393/£12.99), McDD F-4S Phantom II 'USS Midway' (#00394/£15.99), Lockheed P-38J Lightning 'Yippee' (#00395/£9.99), F-111G Aardvark 'RAAF' (#00396/£17.99), Grumman F4F-3 Wildcat 'Wildcat Aces' (#00397/£9.99), Dassault Mirage F.1C 'Normandie-Niemen 60th Anniversary' (#00398/£9.99), F/A-18C Hornet 'Chippy Ho! 2001' (#00399/£10.99).

Released in Japan during January were the Grumman F11F-1 'VF-121 Peacemakers' (#00601/¥1400), Chance-Vought F4U-2 Night Corsair 'VMF(N)-532' (#00602/¥1400), Nakajima B6N2 Model 3 'Pearl Harbor Torpedo Command' (#00604/¥1400) and Mitsubishi G3M2/G3M3 Model 22/23 Nell 'Houkokugou' (#00605/¥2900).

These will be followed in February by the Focke-Wulf Fw 190A-5 'J. Priller' (#00607), Nakajima Ki-43-II '54th Flight Regiment' (#00608), Spitfire Mk IX 'No.316 Squadron' (#00609), Nakajima Ki-44-II 'Mainland Defence' (#00610) and F-16C 'Wisconsin ANG' (#00611).

1/48th

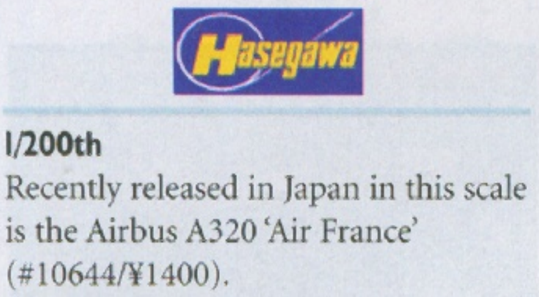
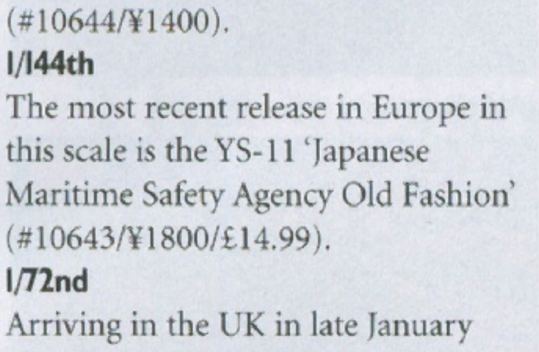
New arrivals in the UK during late January in this scale included the AH-64D Apache 'JGSDF' (#09452/£24.99), Hurricane Mk I 'Douglas Bader' (#09453/£16.99), F/A-18C Hornet 'Chippy Ho! 2001' (#09455/£32.99), Douglas A-4SU Super Skyhawk 'Black Knights' (#09456/£18.99), Spitfire Mk VIII 'US Army Air Force' (#09457/£15.99), F-104J Starfighter '204 SQ 20th Anniversary' (#09458/£17.99), Messerschmitt Bf 109F-4 Tropical 'North Africa' (#09459/£15.99), Mitsubishi A6M5c Type 52 Hei 'Jinrai Troop' (#09460/£15.99), F4U-5 Corsair 'USN Akron' (#09461/£15.99), F-16C 'Wolf Pack 2002' (#09474/£16.99) and Nakajima C6N1 Saiun 'Myrt' (#JT84/£16.99).

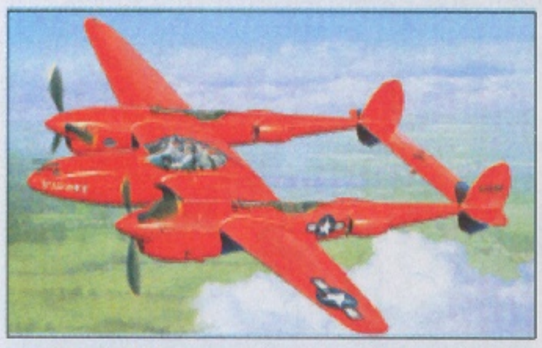
Released in Japan during January were the F-8E Crusader (#PT25/¥3200), McDD British Phantom FG.1 '25th Anniversary' (#09462/¥3600), N.A. P-51D Mustang 'IDF' (#09463/¥2400), Hawker Typhoon Mk Ib 'No.193 Squadron' (#09464/¥2400), LTV A-7E Corsair 'VA-195 Dambusters' (#09465) and F-16D Brakeet 'IDF' (#09466/¥3600). Due for release in Japan during February will be the Nakaijma Ki-43-II '25th Flight Regiment' (#09467), Messerschmitt Bf 109G-10 'Reich Defence' (#09468), Hellcat Mk II 'Royal Navy' (#09469), Hawker Hurricane Mk I 'Squadron Leader' (#09470) and F-15A/C Eagle 'IDF' (#09471).

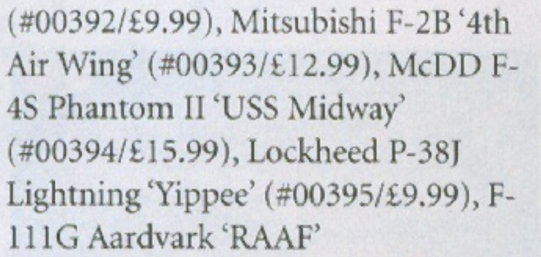
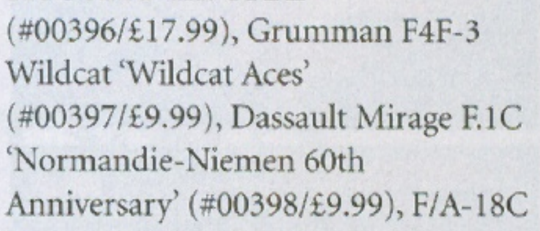
1/32nd

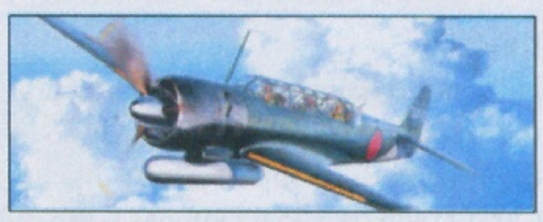
The only new item in this scale to reach the UK during late January was the Messerschmitt Bf 109E-4 Tropical (#08136/£21.99).

Released in Japan during February will be the North American F-86F-40 Sabre 'JASDF' (#08137).



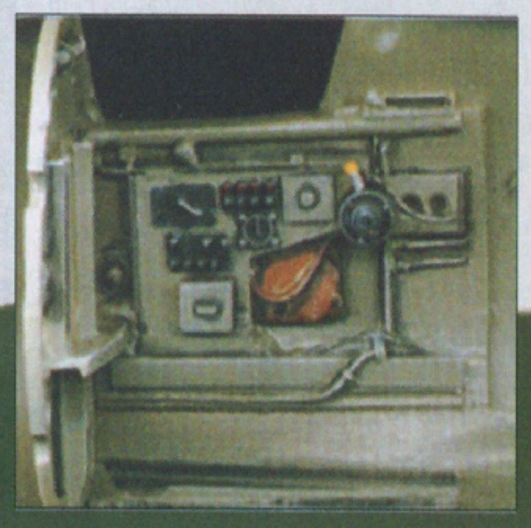



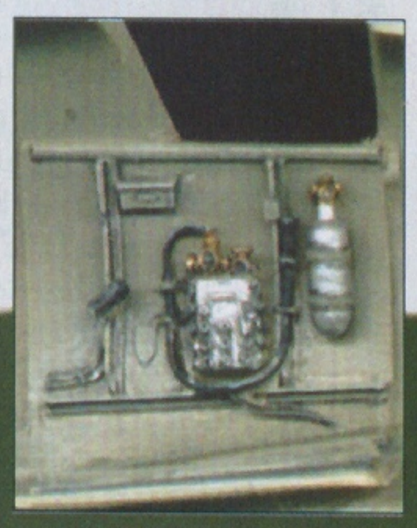


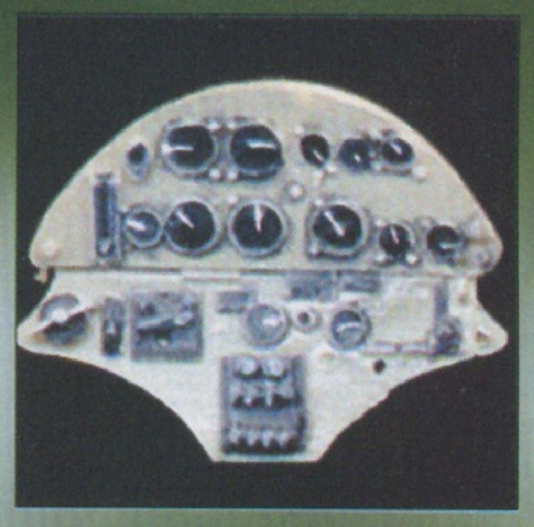
Sprechen-zie Luftwaffe?

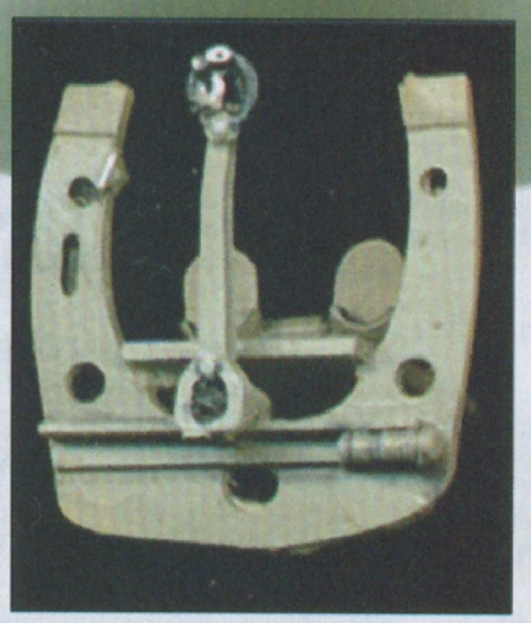
AMtech **DOES!**

HS-123 in 1/48th & Ju-88H-4 Fuhrungsmachine in 1/72!









Available in March! Only 5000 made!

HS-123 in 1/48th provides the classic ESCI kit, plus EXCLUSIVE NEW 17-piece Black Box Resin interior and newly-tooled "unspatted" gear used in Russia.

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new kit listing 2003

Airfix

For those of you who like to know these sorts of things, what follows is a concise listing of all the kits due for release in 2003 that we are currently aware of. All of the featured kits are arranged alphabetically (or by kit number), and do not reflect the sequence in which they will be released. Please note that items have been included in this list if they are 'due' in the UK, even though in some cases they may already be available in the country of origin.

Academy (IM)

UK Importer: Toyway

1/72nd

1615 . . . . Vought F-8E Crusader •§
2209 . . . . Lockheed P-38J Lightning •
2212 . . . . Fieseler Fi 156 'Afrika Korps' with Kubelwagen *
2213 . . . . Focke-Wulf Fw 190A with Kubelwagen *
2214 . . . . Messerschmitt Bf 109E with Kettenkraftrad *
2216 . . . . Boeing B-29 & Bell X-1 +†2

1/48th

2184 . . . . MiG-21bis Fishbed L +§
2211 . . . . Republic P-47D 'Nose Art' *
2215 . . . . Lockheed P-38E/J/L Lightning *

1/32nd (IM)

2191 . . . . McDD F/A-18C Hornet •§

1/35th (IM)

2217 . . . . AH-60L 'DAP' *†1

Note:
*†1 - Ex-MRC
+†2 - This may be a newly tooled Bell X-1 or may be the Hobby-Spot-U version also released by Tamiya?

Aeroclub

1/144th (IM/WM)

610 . . . . . Britten-Norman Islander •§

1/72nd (IM/WM)

037 . . . . . Short 184 •§
038 . . . . . RAF F.E.8 •§
041 . . . . . Fairey IIIF •§
042 . . . . . Raytheon T-6 Texan II •§

1/48th (IM/WM)

438 . . . . . Folland Gnat T Mk 2 •§
436 . . . . . Airco D.H.5 •§
437 . . . . . Airco D.H.9 •§
439 . . . . . Westland Wapiti •§
443 . . . . . RAF F.E.8 •§

Airfix

UK Importer: Humbrol Ltd

1/144th (IM)

04026 . . . Vickers VC-10 K.2 Tanker +

1/72nd (IM)

02020 . . . Northrop F-5E Tiger II *
02036 . . . North American F-86F Sabre *
02080 . . . E.E. Lightning F Mk 3 *
02099 . . . CAC Boomerang *
04035 . . . Panavia Tornado F.3 *
04039 . . . BAe Harrier GR.7 *
10998 . . . No 617 Squadron 60th Anniversary set (Lancaster & Tornado) *†2
74025 . . . GD F-16 Fighting Falcon *†1
74027 . . . Panavia Tornado GR.1 *†1
74032 . . . McDD F/A-18A Hornet *†1
74039 . . . BAe Harrier GR.7 *†1
92020 . . . Northrop F-5E Tiger II *†1
92036 . . . North American F-86F Sabre *†1
92099 . . . CAC Boomerang *†1
93015 . . . SAAB Viggen *†1
93025 . . . Westland Army Lynx *†1
98099 . . . Modern Aircraft Collection (Seasprite, Hornet & Tomcat) *†2

1/48th (IM)

74100 . . . V.S. Spitfire Mk Vb *†2
98104 . . . D.H. Mosquito NF.30 +†2
97109 . . . Red Arrows Hawk •†2
07109 . . . BAe Hawk T Mk 1 'Red Arrows' •
07110 . . . BAe Hawk Mk 100 •
08103 . . . D.H. Mosquito NF.30 +
08104 . . . D.H. Mosquito B Mk XVI/PR XVI +
08105 . . . Panavia Tornado GR.4/4A +

Note:
†1 - 'Starter Sets' with paint, glue and brush
†2 - Collection sets (multiple kits plus glue, paint & brush)

A-Model

UK Importer: Pocketbond Ltd

1/72nd (Ltd Ed. R)

004 . . . . . Antonov An-71 AWACS •
005 . . . . . Tupolev Tu-142MR3 •
006 . . . . . Tupolev Tu-142R •

1/72nd (IM)

065 . . . . . KASKR-1 •§
066 . . . . . Nieuport IV •§
067 . . . . . JB R1 •
068 . . . . . Avro 504K [Single Seat Night Fighter] +
071 . . . . . SPL •
078 . . . . . PZL-104 'Wilga' with floats +
079 . . . . . KASKR 2 •
080 . . . . . Yak-1 [Late Version] +
087 . . . . . Christen Eagle •
088 . . . . . Yak-28I •
093 . . . . . Yak-130D •

AML

1/72nd (IM/R/VF)

7209 . . . . Curtiss H-74A-4 +
7211 . . . . Nakajima C3N1 •§
7213 . . . . Curtiss H-75A-1/2/3 +
7217 . . . . Curtiss P-40B/Tomahawk IIA •
7218 . . . . Dassault Mirage IIICJ +
7219 . . . . Curtiss P-40C/Tomahawk IIB •
7220 . . . . Dassault Mirage IIIB/BJ +

1/48th (IM/R)

4801 . . . . North American O-47A •§
4803 . . . . North American O-47 •+1

1/32nd (IM/R)

3201 . . . . Heinkel He 162 Salamander •

Note: •+1 - Upgraded tooling (inc EB etc)

AMtech

1/72nd (IM)

728702 . . Boeing EC-135E ARIA/ALOTS +1
729202 . . Junkers Ju 88S-3/T-3 +1
729204 . . Junkers Ju 88G-10 and Mistels +1
729205 . . Junkers Ju 88H-1 and H-2 +1
729206 . . Junkers Ju 88H-4 +1

1/48th (IM)

484603 . . Focke-Wulf Ta 183[N] Nightfighter +
489202 . . Curtiss P-40F/L +2
489203 . . Henschel Hs 123 *1
489204 . . Northrop P-61A, B & C •
489205 . . Northrop F-15A Reporter and XP-61E •
489206 . . Republic XP-47H •
489207 . . Republic XP-72 'Ultrabolt' •

Note:
*1 - Ex-AMT/Ertl
+1 - Revised AMT/Ertl
+2 - Revised AMT/Ertl with Hi-Tech resin parts
*1 - Revised Esci with resin detail parts

Anigrand Craftswork

1/72nd (R)

7203 . . . . Bell P-59B Airacomet •

A & V Models

1/72nd (R)

077 . . . . . Yak-50 •
109 . . . . . Yak-19 •
110 . . . . . Kawanishi E7K2 Floatplane •
111 . . . . . Fieseler Fi 103 [short nose] •
113 . . . . . Lippisch P.13b •
114 . . . . . Mizuno Shinryu II •

Azur

1/72nd (IM/EB/VF)

A026 . . . . Dewoitine D.270
A028 . . . . MD 312 Flamant •§
A033 . . . . Polikarpov R-Z •
A034 . . . . GAL ST-25 Monospar •
A036 . . . . Potez 630 •
A037 . . . . Potez 631 •
A038 . . . . Vultee V-1 •
A039 . . . . Vultee V-11 •
A041 . . . . Nieuport-Delage NiD 52/62/72 •
A042 . . . . Nardi F.N.305 •

1/32nd (IM/EB/VF)

A040 . . . . Dewoitine D.520 •§

Note: All kit subjects previously listed under this manufacturer which are not shown above, should be considered 'cancelled' for the foreseeable future.

Battleaxe

1/32nd (IM/EB)

3202 . . . . Fokker E.III •

Berkut

UK Importer: Pocketbond Ltd

1/72nd (IM)

72009 . . . Sukhoi Su-27 •1
72010 . . . Kamov Ka-27 •1
72011 . . . Mil Mi-171 •1
72012 . . . Sukhoi S-37 Berkut •1
72013 . . . Russian Air-to-Air Aircraft Armament Set •1
72014 . . . MiG-29 •1

1/35th (IM)

35001 . . . T-34/76 •

Note: •1 - It is unlikely that these items are new toolings, as we suspect they come from a number of Russian and Ukrainian sources.

Bilek

1/72nd (IM)

96572 . . . MiG-17F 'Fresco 2' +§
96872 . . . CH-53A/G Sea Stallion *1

Note: *1 - Ex-Italeri

Blue Max

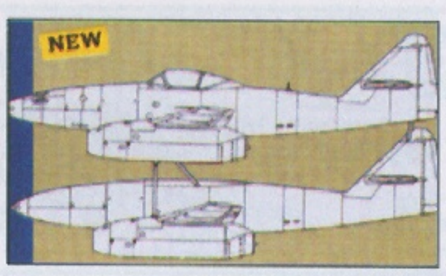
1/48th (IM/WM)

BM117. . . LFG Roland D.VIb •§
BM118. . . Halberstadt D.II •
BM119. . . Airco D.H.5 •
BM206. . . Avro 504K •§
BM207. . . Vickers F.B.5 'Gunbus' •

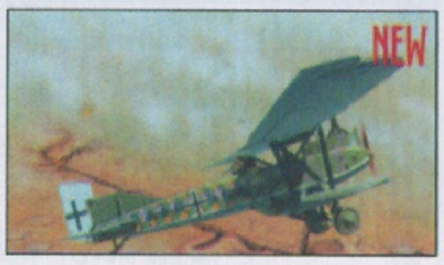
CMK

Czech Model

Dragon



Eduard



Classic Airframes
1/48th (IM/R/VF)
460 . . . . . Hawker Hurricane Mk I [Early Version - RAF] •
461 . . . . . Hawker Hurricane Mk I [Early Version - Foreign] •
462 . . . . . Savoia Marchetti S.M.79 [Late Version] •
463 . . . . . Westland Whirlwind •1§
464 . . . . . Fairey Barracuda Mk II •§
465 . . . . . Hawker Sea Hawk •
466 . . . . . Gloster Meteor F Mk 8 •§
467 . . . . . Fiat G.55 •1
468 . . . . . Romeo Ro.37 •
469 . . . . . Romeo Ro.37 bis • +
470 . . . . . De Havilland Vampire family •
471 . . . . . Boulton Paul Defiant Mk I •1
472 . . . . . Bristol Beaufort •§
473 . . . . . Hawker Hart family •2
474 . . . . . Fiat CR.42 •1
475 . . . . . Bristol Blenheim [Probably Mk IV] *
476 . . . . . Arado Ar 68 'Richtofen Squadron' *
Note:
•1 - These will be totally new toolings
•2 - This series will most likely comprise the Hart, Hart Trainer, Demon, Osprey & Hind.

Classic Plane
1/72nd (IM)
7201 . . . . Hispano Ha-1112 'Bouchon' *
7206 . . . . Pilatus PC-6 Turbo Porter *
7211 . . . . Gee Bee R-1 Racer *
7218 . . . . Junkers F.24 [single engine] •
7219 . . . . Lockheed 9 Orion 'Swissair' •

Craftworks
1/32nd (R/EB/WM/VF)
. . . . . Mitsubishi A5M4 Claude•§
. . . . . Messerschmitt Bf 109K•§
. . . . . Lavochkin La-5/FN•§
. . . . . Lavochkin La-7•§
. . . . . N.A. AT-6 Texan•§
. . . . . Heinkel He 162A•§
. . . . . Aichi D3A 'Val'•§
. . . . . Kawasaki Ki-61 Hien•§
. . . . . N.A. P-51B Mustang•§
. . . . . Arado Ar 234B•§

Czech Model
1/48th (I/R/VF)
4810 . . . . Beech Turbo Mentor [Light Strike version] +

Czech Omega
1/72nd (R/VF)
7261 . . . . Rogozarski P.V.T. •
7262 . . . . Rogozarski P.V.T. H Floatplane •
7289 . . . . Morane Saulnier AC •
. . . . . Bristol Scout C/D •§
. . . . . Farman F-20 Floatplane •§
. . . . . Farman F-46 •§
. . . . . Gigorovich M-5 •§
. . . . . Gigorovich M-9 •§
. . . . . Gigorovich M-16 •§
. . . . . Kondor E.III (D.I) •§
. . . . . MiG I-250 •§
. . . . . Polikarpov I-190 •§
. . . . . Roland D.XVI •§
. . . . . SPAD S.7 •§
. . . . . Thulin LA •§
. . . . . Yakovlev I-30 •§
1/48th (R/VF)
. . . . . Anatra Anasal DS •§
. . . . . Borovkov-Florov I-207 •§
. . . . . Hansa Brandenburg CCA.24 •§
. . . . . Hansa Brandenburg W.20 •§
. . . . . Nieuport Ni.10/12 •§
. . . . . Sikorski S-16 •§
. . . . . Thomas Morse S-4C •§

Dragon
UK Importer: The Hobby Company Ltd
1/48th (IM)
5518 . . . . Junkers Ju 188E1 Avenger *§
5532 . . . . Luftwaffe Ground Crew & Equip. *
5541 . . . . Messerschmitt Me 262 Mistel Composite +

Dujin
1/72nd (R)
72141 . . . Socata TBM-700 •
72177 . . . Loire et Olivier Leo 257 •
72178 . . . Loire et Olivier Leo 258 •
72179 . . . Renard R.38 •
72180 . . . Stampe/Renard SR.7B Farman F.5 •
72181 . . . Fokker S.IX/1 •
72182 . . . Fokker S.IX/2 •
72183 . . . De Havilland DH.71 Tiger Moth •
72184 . . . Caproni CH.1 •
72185 . . . Focke Wulf A.43 Falke •
72022 . . . Kuepper Ku.4 Austria •

Dynavector
1/48th (VF/WM/R)
4810 . . . . Blackburn Firebrand TF Mk IV •§
. . . . . Breguet Alize •§
. . . . . Grumman S2F Tracker •§
. . . . . Fairey Gannet AEW Mk 3 •§

Eduard M.A.
1/144th
4414 . . . . Junkers Ju 87B •
4415 . . . . Junkers Ju 87R •
4416 . . . . Junkers Ju 87D •
4417 . . . . Junkers Ju 87G •
1/72nd (IM)
7028 . . . . Messerschmitt Me 410 Hornisse *†3
7043 . . . . Aero L-39 Albatros *†1
7045 . . . . Junkers J.1 •
7046 . . . . Junkers J.1 •†1
7048 . . . . Airco D.H.2 •
7049 . . . . Airco D.H.2 •†1
7051 . . . . Spad XIII •
7052 . . . . Spad XIII •†1
7055 . . . . MiG-15bis •
7055 . . . . MiG-15bis •†1
7062 . . . . Lavochkin La-7 •
7063 . . . . Lavochkin La-7 •†1
1/48th (IM & IM/EB/R)
8057 . . . . Sopwith Camel F.1 •§†1
8057 . . . . Sopwith Camel F.1 •§
8058 . . . . Sopwith Camel 2.F1 •§
8059 . . . . Sopwith Camel 2.F1 •§†1
8083 . . . . Westland Lysander Mk III *†2
8084 . . . . Albatros W.4 •§†1
8087 . . . . Ki-115 Tsurugi •
8088 . . . . Ki-115 Tsurugi •†1
8100 . . . . Dassault Mirage IIIC •
8101 . . . . Dassault Mirage IIIC •†1
8102 . . . . Dassault Mirage IIICJ •
Note: Please note that all items that may have been listed by Eduard in the past, and which are not shown above, are no longer in their catalogue and must therefore be considered as 'cancelled' for the foreseeable future
†1 - 'ProfiPack'
*†2 - 'ProfiPack' ex-Gavia
*†3 - 'ProfiPack' ex-Fine Molds

Flashback
1/48th (IM/WM/EB)
. . . . . Macchi M-5 •§

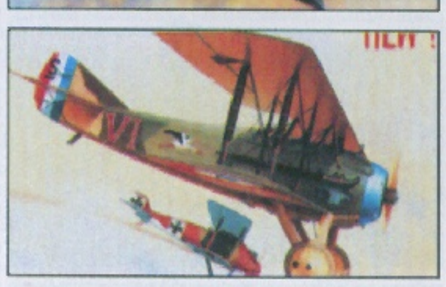
Fonderie Miniature
1/48th (IM/R/WM/EB)
6006 . . . . Short Sunderland Mk III •§
6014 . . . . Dornier Do 24T flying boat •§
6017 . . . . Piasecki H-21 'Flying Banana' •§
6027 . . . . Morane-Saulnier MS.472 Vaneau II •
6028 . . . . Morane-Saulnier MS.475 Vaneau V •
6029 . . . . Martin 167 Maryland •
6030 . . . . AS 565 Panther •

Grand Phoenix
1/48th (IM/R/EB)
4803 . . . . N.A. FJ-1 Fury •

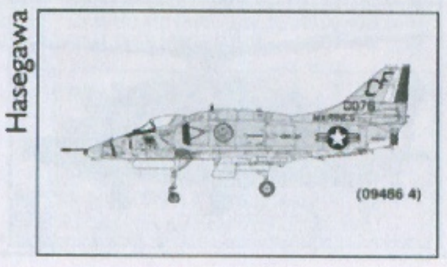
Hallam Vac
1/72nd (VF/WM)
05 . . . . . A.W. Albemarle •

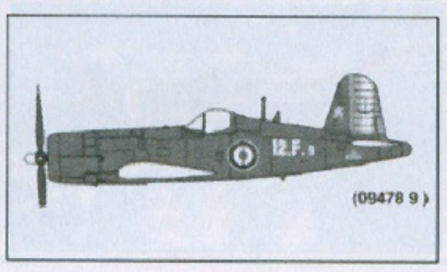
Hasegawa
UK Importer: Amerang Ltd
1/200th (IM)
10645 . . . KDC-10 'Royal Netherlands Air Force' *
1/72nd (IM)
00614 . . . Sukhoi Su-27 Flanker 'European Victory Memorial' *
00615 . . . Mitsubishi Ki-67 Hiryu '170th Bomber Regiment' *
00616 . . . Mitsubishi A6M2b Type 21 'Shokaku Fighter Group' *
00617 . . . N.A. P-51D Mustang 'IDF' *
00618 . . . McDD F-4 Phantom 'F-110A' *
00620 . . . Hawker Hurricane Mk IIc 'No.3 Squadron' *
00621 . . . Kawasaki Ki-61-I Tei Hien '18th Flight Training Unit'
00622 . . . Goodyear FG-1D Corsair 'Reserve' *
00623 . . . Focke-Wulf Fw 190D-9 'Rudel' *
00624 . . . F-15A/C Eagle 'IDF' *
00625 . . . McDD F/A-18A Hornet 'Adversary' *
00626 . . . Grumman F-14A Tomcat 'VF-2 Bounty Hunters' *
00627 . . . Messerschmitt Me 262A 'Galland' *

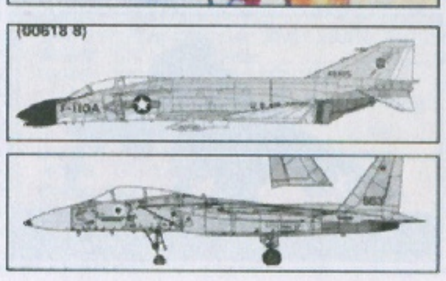
Key
*	=	Reissue (with/without new decals)
+	=	Revised or Converted Tooling
•	=	New Tooling
#	=	Revised or Special Packaging of Existing Kits (inc Gift Packs)
@	=	Another Manufacturer's Tooling
§	=	Item Carried Forward from Last Year
†	=	Note
IM	=	Injection Moulded Plastic (Including Limited-run)
IP	=	Injection Moulded Polythene
N/S	=	No Scale
R	=	Resin
R/C	=	Radio-Controlled
EB	=	Etched Brass
GF	=	Glass Fibre
VF	=	Vac-formed Plastic
WM	=	White Metal (Including Pewter)



Hasegawa







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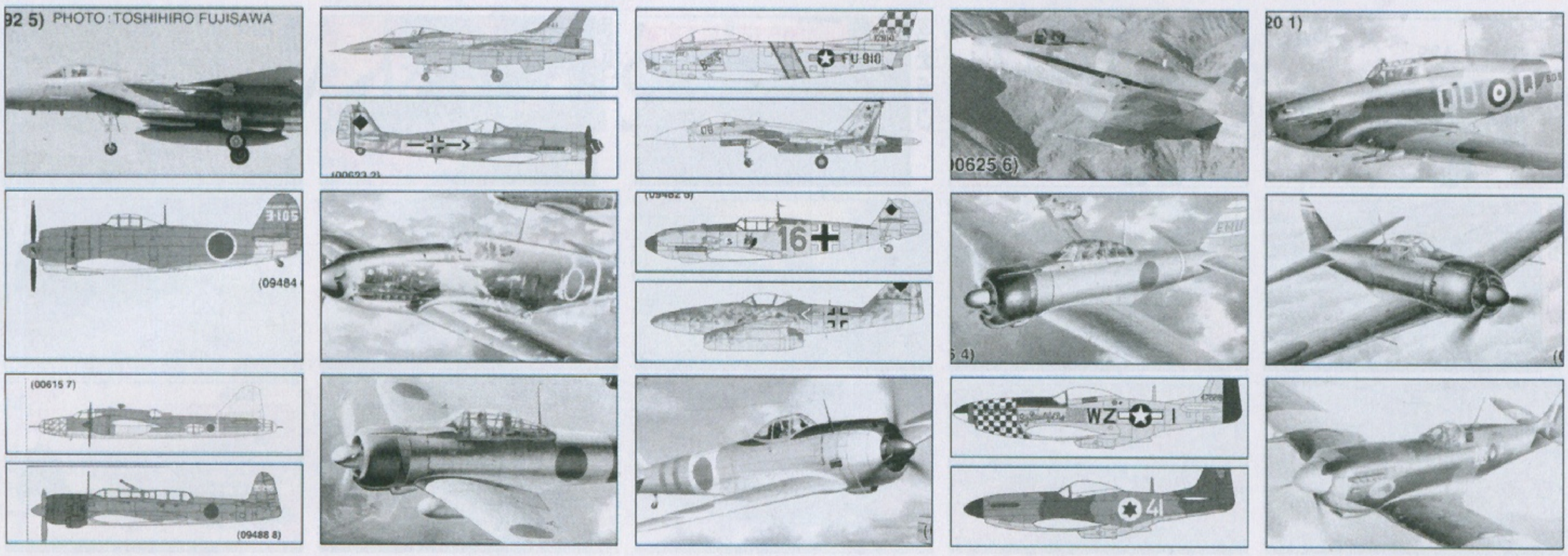

00628 . . . Mitsubishi A6M5c Type 52 Hei 'Jinrai Squadron' *
00629 . . . N.A. Mustang Mk IV 'Hunsdon' *
00630 . . . Nakajima A6M2-N Rufe 'Takuma Flying Group' *
00631 . . . F-16C Fighting Falcon 'Wolf Pack 2002' *
00633 . . . Nakajima Ki-84 Hayate '47th Flight Regiment' *
00634 . . . Grumman Hellcat Mk II 'Fleet Air Arm' *
00635 . . . Najaima B5N2 Model 3 Kate 'Midway' *
00636 . . . F-15C 'Aggressor' *
E16 . . . . . N.A. B-25J Mitchell •

1/48th IM)

09473 . . . V.S. Spitfire Mk IX 'Continental Spitfire' *
09475 . . . Lockheed F-104G Starfighter 'Vikings' *
09476 . . . Nakajima Ki-84 Hayate '29th Flight Regiment' *
09477 . . . Republic P-47D '65th Fighter Squadron' *
09478 . . . Chance-Vought AU-1 Corsair 'French Navy' *
09480 . . . N.A. P-51D 'Big Beautiful Doll' *
09481 . . . Mitsubishi A6M2b Zero Type 21 'Pearl Harbor' *
09482 . . . Messerschmitt Bf 109E-1 'Sitzkrieg' *
09483 . . . N.A. F-86F Sabre 'Korean War Ace' *
09484 . . . Kawanishi N1K2-J George 'Yokosuka Naval Air Group' *
09485 . . . V.S. Spitfire Mk VIII 'SEAC' *
09486 . . . Douglas A-4E/F Skyhawk 'Marine Corps' *
090487 . . F-16A Netz 'IDF' *
09488 . . . Nakajima C6N1-S Night Fighter with 30mm Cannon +
09489 . . . AH-64A Apache 'IDF' *
090491 . . Najaima Ki-43-II Hayabusa 'Flight Training Group' *
09492 . . . F-15C Eagle '58th Fighter Squadron' *
. . . . . Mitsubishi F2A •
. . . . . McDD AV-8B Harrier II •
. . . . . Vought F-8J +

1/32nd (IM)

08138 . . . Lockheed F-104J Starfighter 'JASDF' *
08139 . . . Grumman F6F-5N Hellcat 'VMF(N)-541' +
ST19 . . . . Focke-Wulf Fw 190D-9 •

1/16th (IM)

ZX4. . . . . Wright Flyer *

Heller

UK Importer: Humbrol Ltd

1/800th (IM)

49844 . . . Airbus A380 •†3
79844 . . . Airbus A380 •

1/72nd (IM)

49772 . . . Messerschmitt Bf 109G-6 *†3
80384 . . . Boeing C-135R +†1

1/48th (IM)

80435 . . . AMD/BA Dornier Alpha Jet †2

Note:
+†1 - Modified Airfix
†2 - Origin unknown
†3 - Packaged with paint, glue, brush etc.

High Planes Models

1/72nd (IM/WM/VF)

Racer7205 Learstang 'Miss Ashley II' •§
Racer7218 Sea Fury 'Critical Mass 1999/20' •§
Racer7214 Bearcat racer 'Rare Bear' •§
. . . . . XP-51 'Miss Ashley II' •§
. . . . . Grumman E-1B Tracer •§
. . . . . Grumman S-2T Tracker •§

1/48th (IM/WM/VF)

Racer4803 XP-51 'Miss Ashley II' •§
Racer4804 RB-51 'Red Baron' •§
Racer4808 Bearcat 'Rare Bear' •§
Racer4809 Sea Fury 'Critical Mass 1996/97' •§
Racer4810 Sea Fury 'Critical Mass 1999/00' •§
4804 . . . . BAe Hawk 127 'RAAF/CAF' •§
. . . . . BAe Hawk 127 'Malaya/Indonesia/Oman' •§
. . . . . CAC Sabre Mk.4 'RAF' •§
. . . . . Falke 'Rivets' Formula 1 Racer •§

Historic Plastic Models (HiPM)

1/48th (IM/EB)

48-002. . . Arado Ar 196A-3 floatplane *
48-011. . . MiG-19PM •§
48-012. . . Heinkel He 70 •§
48-014. . . Heinkel He 170 •§

Hi-Tech

1/48th (IM/R/EB/WM)

. . . . . Gotha G.III •§
. . . . . Gotha III/IV •§
. . . . . Voisin VIII •

Hobbycraft

UK Importer: Pocketbond Ltd

1/144th (IM)

1273 . . . . GRB-36/RF-84K FICON •§

1/48th (IM)

1421 . . . . F9F-2 Panther 'Korean War' •§
1422 . . . . F9F-6 Cougar (Early) •§
1423 . . . . F9F-8 Cougar (Late) •§
1424 . . . . G.D. F-111E Aardvark •1§
1425 . . . . CT-141 Tutor (Military) •§
1426 . . . . CT-141 'Snowbirds' Tutor •§
1427 . . . . A-10 Warthog •1§
1428 . . . . Sukhoi Su-27 •1§
1431 . . . . Goodyear F2G Super Corsair U.S Navy •§
1432 . . . . Goodyear F2G Super Corsair Racer •§
1438 . . . . YP-59 Airacomet •§
1439 . . . . P-59A Airacomet •§

Note: •1 - Ex-Zhengdefu

HR Models

1/72nd (R/EB)

7286 . . . . Renard R.38 •
7289 . . . . Bloch MB.153 •
7290 . . . . Hansa Brandenberg C.1 Serie 2 •

1/48th (R/EB)

4811 . . . . Pfaltz A.I •
4813 . . . . Fokker E.II •
4814 . . . . Fokker E.I •
4815 . . . . Fokker M.5/M.5K •

ICM

UK Importer: Amerang Ltd

1/72nd (IM)

72033 . . . Tupolev Tu-2M +§
72074 . . . Polikarpov I-16 Spanish Republic Air Force *§
72094 . . . Aviamatka [TB-3 with I-153 & I-16 parasite] +§
72095 . . . Zveno 2 [TB-3 with overwing-mounted I-153 fighters] +§
72131 . . . Polikarpov I-5 [Early] •§
72132 . . . Polikarpov I-5 [Radial] •§
72161 . . . Messerschmitt Bf 109B •§
72162 . . . Messerschmitt Bf 109E-3 •§
72163 . . . Messerschmitt Bf 109E-4 •§
72164 . . . Messerschmitt Bf 109E-7B/Trop •§
. . . . . Yakovlev Yak-7 •§

1/48th (IM)

48003 . . . London Air Defence (Mustang III, Spitfire Mk VII & Mk IX) *
48007 . . . D-Day 'Overlord Operation 1944' (P-51C, Mustang III & Spitfire Mk IX) *§
48101 . . . Messerschmitt Bf 109F-1 •§
48102 . . . Messerschmitt Bf 109F-2 •§
48103 . . . Messerschmitt Bf 109F-4 •§
48104 . . . Messerschmitt Bf 109F-4/B •§
48105 . . . Messerschmitt Bf 109F-4 [W. Mölders] •§
48111 . . . Messerschmitt Bf 109G-2 •§
48112 . . . Messerschmitt Bf 109G-6 •§
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Note: At the time of going to press we had heard that this entire range had been purchased by Alanger, a Russian manufacturer. Therefore it may well transpire that the above new kits are produced or marketed under that manufacturer's label?

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1237 . . . . LTV A-7D 'Sluff' *†1
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IT2618 1/48 Mirage F-1 C/CR 9.99
IT2619 1/48 F/A-18 F Super Hornet 11.99
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IT2621 1/48 AB-205 UH-1D 9.99
IT2622 1/48 V-22 Ospray 14.99
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IT2990 1/12 F-16 COCKPIT 14.99

K.P.
KP3152 1/72 Aero L-39 Albatross 3.50
KP4125 1/72 Su-17M4 Fitter K 5.99
KP4126 1/72 Su-17M3 Afgan War 5.99
KP4128 1/72 Su-22 M4/R Desert Storm 5.99
KP4129 1/72 Su-22 M4/R JBG 77 ..... 5.99
KP4130 1/72 Su-22 M3 Gulf Conflict 5.99
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MPM72519 1:72 FOKKER D.XXI 1025

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PAN35005 1/35 UH-1D 1ST CAVALRY 16.99
PAN35006 1/35 UH-1D "WASP" 16.99

PAVLA
PAV72034 1/72 JAKOLEV UT-1/UT-1B 9.99
PAV72036 1/72 MILES MASTER I 10.99
PAV72037 1:72 WESTLAND WHIRLWIND MK1 ..... 12.99
PAV72040 1:72 REGGIANE RE.2005 SAGITTARIO 10.50

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RV39101 Spritzpistole "Standard Class" ..... 34.99 NOW 27.99
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RV04385 1:72 MiG 29 UB Double-Seater ..... 9.99 NOW 7.50
RV

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Kopro

1/12th (IM)
2991 . . . . F-104G Cockpit *1§
Note:
*1 - Limited Edition
*†1 - Ex-Esci
*†2 - Revell?

Jager Miniatures
1/48th (R/WM)
JA5. . . . . Lloyd C.V •
JA9. . . . . Albatros D.XII •
JA10. . . . . Junkers CI.I •
JA11. . . . . Albatros D.XI •
JA12 . . . . Two-seater - Type TBA •

Koster Aero Enterprises
UK Importer: Aeroclub
1/48th (VF/R/EB) - Aircraft
. . . . . Lockheed P2V Neptune •§
. . . . . Mitsubishi G3M Nell •§

Kopro (KP)
UK Importer: Pocketbond Ltd
1/72nd (IM)
3143 . . . . Letov S-328 *
3170 . . . . MiG-23BN 'Flogger H' •
3171 . . . . Polikarpov Po-2 on skis +
3172 . . . . V.S. Spitfire F Mk IXc '51 Stormo *
3173 . . . . V.S. Spitfire Mk VII 'Spirit of Kent' *
3175 . . . . MiG-21MF 'Vietnam War Series' *
3176 . . . . MiG-15UTI 'Vietnam War Series' *
3177 . . . . MiG-17PF'Vietnam War Series' *
3178 . . . . MiG-19 'Vietnam War Series'
4124 . . . . Sukhoi Su-17 M3 'Recon Fighter' *
4125 . . . . Sukhoi Su-17 M4 'Fitter K' *
4126 . . . . Sukhoi Su-17 M3 'Afghanistan War' *
4127 . . . . Sukhoi Su-17/22 UM3 K *
4128 . . . . Sukhoi Su-22M4 R 'Desert Shield' *
4129 . . . . Sukhoi Su-22M4 R 'JGB 77' *
4130 . . . . Sukhoi Su-22M3 'Gulf of Sidra' *
4131 . . . . Sukhoi Su-20/R 'Last Flight' +
4132 . . . . Sukhoi Su-25UB +
4133 . . . . Sukhoi Su-9 'Fishpot B' •
4134 . . . . Yak-1 'Luftwaffe' •
4135 . . . . Yak-1M 'Normandie' •
4136 . . . . Yak-1 [Early Version] •
4137 . . . . Yak-1b •
1/48th (IM)
3166 . . . . Sukhoi Su-25K 'Afghanistan War' *
3167 . . . . MiG-21MF 'Phan Thuan's' *
3168 . . . . Sukhoi Su-25UBK 'Afghanistan War' +
3169 . . . . Sukhoi Su-7BKL *†1
3179 . . . . Sukhoi Su-7BMK *†1
3180 . . . . MiG-21SM/SMT 'Fishbed K' *
3181 . . . . MiG-21bis 'Fishbed L/N' +
Note: *†1 - Ex-OEZ

Kora
1/72nd (R)
7252 . . . . Nakajima Ki-12 •
7253 . . . . Tummelisa 01 Swedish Training •
7256 . . . . VEF Irbitis I-15b with skis •
7261 . . . . Benes-Mraz Be-550 'Bibi' •
7265 . . . . Benes-Mraz Be-550 'Bibi' [Export] •Kora
1/72nd (IM)
7264 . . . . VEF Irbitis I-15a with wheels •

Legato
1/72nd (R)
020 . . . . . Aero A-304 •
021 . . . . . Letov S-218 Komar •
022 . . . . . Letov S-218A •
026 . . . . . Zlin Z-381 •
028 . . . . . Benes-Mraz Be-60 'Bestiola' •
029 . . . . . Benes-Mraz Be-555 'Bibi' •
038 . . . . . Avia Ba.33 •
039 . . . . . Benes-Mraz Be-555 'Superbibi' •
040 . . . . . L-60 'Brigady' •
041 . . . . . Cant Z.1018
1/48th (R)
04801 . . . Caproni Ca.100 •
04802 . . . Caproni Ca.100 floatplane •

LF Models
1/72nd (R)
7230 . . . . Junkers Ju 88V-28/B-1 •
7248 . . . . Consolidated PB2A •
7249 . . . . Consolidated A-11 [Attack Version] •
7250 . . . . Kellet XR-8 •

Mach 2
1/72nd (I)
. . . . . Kaman Huskie •§

Miku Models
1/48th (R)
. . . . . Max Holste Broussard •§

Minicraft
UK Importer: Toyway Ltd.
1/144th (IM)
14465 . . . Boeing 727-200 'Northwest' *
14490 . . . Douglas DC-3 'American Airlines' *§
14494 . . . Lockheed L-188 Electra 'PSA' *§
14499 . . . Boeing 737-400 'Aloha Airlines' *§
14500 . . . Douglas DC-4 'Pan American' •§
14503 . . . Boeing 314 Clipper 'Pan American' •§
14504 . . . Boeing 707 'Flying Tiger Freighter' *
14505 . . . Boeing 757-200 'Eastern' *
14506 . . . Boeing 737-300 'Delta' *
14507 . . . Beoing 777-200 'Singapore' *
14509 . . . Douglas DC-3 'United Air Lines' *
14510 . . . MD-80 'Hawaiian Air' *
14511 . . . Boeing 737-400 'Air France' *
14512 . . . Boeing 727-200 'American Airlines' *
14513 . . . L-1049G Constellation 'Northwest Airlines' *
14514 . . . Douglas DC-8-61 'United Airlines' •
14515 . . . MD-80 'Midwest Express' *
14516 . . . Boeing 727-200 'Eastern Airlines' *
14517 . . . Boeing 737-400 'British Airways' *
14518 . . . Consolidated Catalina 'Black Cat' *
14519 . . . Boeing B-17G 'Bit of Lace' *
14520 . . . Douglas C-54 Candy Bomber •
14521 . . . Douglas DC-8-60 'Delta Airlines' •
1/72nd (IM)
11633 . . . Consolidated PB4Y-1 'USN Anti-Sub Patrol' *
1/48th (IM)
11629 . . . Sikorsky UH-60 'US Customs' +§

Mirage Hobby
1/48th (IM)
48133 . . . PZL P-23A [Early] Karas •§
48134 . . . PZL P-23A [Late] Karas •§
48135 . . . PZL 23B Karas •§
48136 . . . PZL 43 Karas •
481101 . . Grumman F4F-3 (Early) Wildcat •
481102 . . Grumman F4F-3 (Late) Wildcat •
481103 . . Grumman F4F-3A Wildcat 'USS Enterprise' •
481106 . . Grumman F4F-4 Wildcat 'Pacific Aces' •
481105 . . Grumman Martlet II/F4F-4 'Operation Torch' •
481104 . . Grumman Martlet III 'Royal Navy Fighter Unit' •
481107 . . General Motors FM-1 'N Atlantic' •
481108 . . General Motors FM-2 • 'USS Gambier Bay'
481109 . . General Motors Wildcat IV •
. . . . . Boeing B-17F Flying Fortress •
. . . . . Boeing B-17G Flying Fortress •
. . . . . Fokker D.VII (Albatros Early) •
. . . . . Fokker D.VII (Albatros Late) •
. . . . . Fokker D.VII (Fokker Late) •
. . . . . Fokker D.VII (Fokker Early) •
. . . . . Fokker D.VII •
. . . . . Halberstadt CL.II •
. . . . . Halberstadt CL.II (Bay) •
. . . . . Hannover CL.II (Early) •
. . . . . Hannover CL.II (Late) •
. . . . . Hannover CL.II (Polish Built) •
. . . . . Hannover CL.III •
Note: The above release schedule covers the 2003 and 2004 periods.

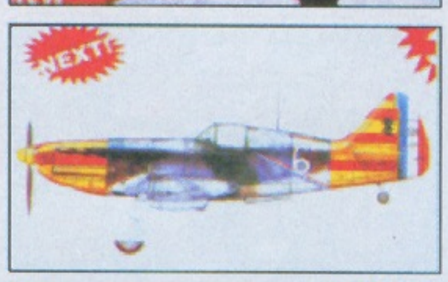
Model Art
1/72nd (R/EB/VF)
KIT08. . . . Max Holste MH1521C Broussard •§

Modelcraft
UK Importer: Pocketbond Ltd
1/48th (IM)
48004 . . . Cessna 172 Float Plane *†1§
Note: *†1 - Ex-Esci (includes wheels & floats)

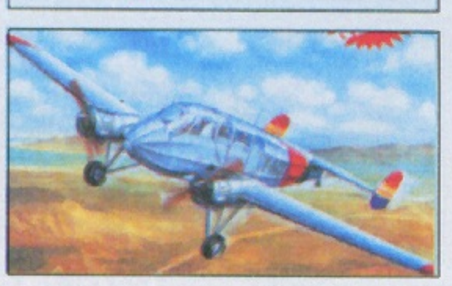
MPM
1/72nd (IM/EB)
72100 . . . Vickers Wellington Mk X •§
72513 . . . Bolton Paul Defiant Mk I •§
72515 . . . Douglas DC-2 'KLM' *§
72518 . . . Lockheed Hudson Mk I •
72519 . . . Bolton Paul Defiant NF Mk II •
72520 . . . Fokker D.XXI 'Finland' •
72522 . . . Lockheed Vega 5/UC-101 •
72523 . . . Lockheed Vega 5 'Winnie Mae' •
72524 . . . Lockheed DL-1 Special/YIC-12 •
. . . . . Bell P-59 Airacomet •
. . . . . Bell X-15/X-15A-2•
. . . . . Boeing P 26 Peashooter •
. . . . . Curtiss P-36A/H 75A-3 Hawk •
. . . . . Curtiss P-36M/N/O Hawk •
. . . . . D.H. Sea Hornet •
. . . . . Douglas A-20B/C [DB-7] Boston •§
. . . . . Douglas A-20G Havoc •†1§
. . . . . Douglas A-20J Havoc •§
. . . . . Douglas DB 8A-3 •
. . . . . Focke-Wulf Fw 58 Weihe •
. . . . . Focke-Wulf Fw 187 Falke •
. . . . . Gloster Meteor (variants TBA) •§
. . . . . Hawker Fury/Spanish Fury •
. . . . . Henschel Hs 123 •
. . . . . Polikarpov I-15 •
1/48th (IM/R/EB/VF)
48054 . . . Ford JB-2 LOON +
48055 . . . Gloster Gladiator •
. . . . . Avia BK.534 •§
. . . . . Avia B.534.I Series •§
. . . . . Avia B.534.IV Series •§
. . . . . Focke-Angelis Fa 223 Drache •§
. . . . . Gloster Meteor F.8 •
. . . . . Loire 130 •
. . . . . Nardi F.N. 305 •
Note: Projected future items listed by MPM could appear in the MPM, Azur, CMK or Special Hobby ranges. All items no longer included in the list above are to be considered 'cancelled' for the foreseeable future.

Minicraft

Mirage



MPM



MPM/HpH
1/18th (GF/R)
08 . . . . . Messerschmitt Bf 109G-6 •§
. . . . . Messerschmitt Bf 109G-6 (with engine) •§
. . . . . F-16D Fighting Falcon •§
. . . . . North American P-51D Mustang •§
Note: These are hand made kits of fibreglass and resin

Ozmods
UK Importer: The Aviation Hobby Shop
1/144th (IM) - Aircraft
. . . . . E.E. Canberra B.II •§
. . . . . Gloster Meteor F.8 •§
. . . . . Grumman F9F Panther •§
. . . . . Lockheed F-80 Shooting Star •§
. . . . . Martin B-57 Canberra •§
. . . . . Republic F-84 Thunderjet •§

Panda Models
UK Importer: The Hobby Company Ltd
1/144th (IM)
40003 . . . B-1B Lancer 'Operation Desert Storm' •
40004 . . . B-1B Lancer 'Operation Enduring Freedom' •
40005 . . . Lockheed C-130A Hercules 'Vietnam' •
40006 . . . Lockheed C-130H Hercules 'MAC' •
40007 . . . Lockheed C-130H Hercules 'NATO' •
40008 . . . Lockheed MC-130H Hercules •
40012 . . . F/A-18E 'First Of Fleet' •
40013 . . . F/A-18E 'Paris Air Show' •
40014 . . . F/A-18F 'Dual Fighter' •
1/72nd (IM)
50001 . . . RQ-1 Predator •
50002 . . . RQ-1 II Predator •
50003 . . . RQ-1 II B Predator with Hellfire missiles •
50004 . . . RQ-1 International •
1/48th
48003 . . . F-35C 'USN' •
48004 . . . F-35K 'RAF' •

Panther Productions
1/32nd (R/VF/WM) - Aircraft
. . . . . Douglas A-1H Skyraider •§
. . . . . Douglas AD-4W/AEW.1 Skyraider •§
. . . . . Gloster Meteor F Mk 8 •§

PA Resin
1/144th (R)
4401 . . . . Polikarpov Po-2 •

Pavla
1/72nd (I/R/VF)
72041 . . . Airspeed Oxford Mk I/II •

Pegasus
UK Importer: Pegasus/Blue Max
1/72nd (IM/WM) - Aircraft
2024 . . . . Spad VII •§
2025 . . . . RAF S.E.5 •§
4013 . . . . Manshu Ki-98 •§
4014 . . . . Martin Baker MB.5 •
5005 . . . . Junkers Cl.1 •§

Pegasus Hobbies USA
UK Importer: Pocketbond Ltd
1/32nd (IM)
. . . . . Ryan 'Spirit of St. Louis' •

PJ Productions
1/72nd (R/WM/EB/VF)
721018 . . Dassault Mirage IIIBE 2DZ •

Planet Models
1/72nd (R/VF)
089 . . . . . Messerschmitt Me 329 •§
091 . . . . . Dornier Do 23 •§
092 . . . . . Focke Wulf Fw 186 Autogiro •§
093 . . . . . Breda Ba 88B Lince •
094 . . . . . Renard R.31 •
097 . . . . . Stampe SV-4 •
102 . . . . . GAL 49 Hamilcar •
103 . . . . . Blohm & Voss Ha 137 •
106 . . . . . Latecoere 28 (on floats) •
108 . . . . . North American NA.16 •
109 . . . . . Heinkel He 118 •
110 . . . . . Messerschmitt Me T Leitwek •
111 . . . . . Northrop 'Tacit Blue' •
112 . . . . . Martin Baker MB.5 •
113 . . . . . Loening M-8•
114 . . . . . RQ-1 'Predator' •
115 . . . . . Blohm & Voss P.170 •
116 . . . . . GD/McDD A-12 'Avenger II' •
117 . . . . . Focke-Wulf Fw 190C-0/V16 •
118 . . . . . Bolchovitinov typ S •
119 . . . . . Focke-Wulf Fw 190D-13 •
120 . . . . . Focke-Wulf Fw 190D-14 •
121 . . . . . Focke-Wulf Fw 190D-15 •
1/48th (R/EB/VF)
086 . . . . . Messerschmitt Bf 109Z •§
088 . . . . . Dornier Do 22 •§
090 . . . . . Koolhoven FK-58 •
095 . . . . . Aero A 18 •
096 . . . . . Thomas-Morse S4C Scout •
098 . . . . . Nieuport IV •
099 . . . . . Loening M-8 •
100 . . . . . Letov S.231 •
101 . . . . . V.S. Spitfire F Mk 21 •
104 . . . . . Curtiss XP-40Q Warhawk •
105 . . . . . Yakovlev Yak-17 •
107 . . . . . Curtiss CW-22/SNC-1 Falcon •
1/32nd (R/EB/VF)
084 . . . . . Bücker Bü 181A •§
085 . . . . . Bücker Bü 133 Jungmeister •§
087 . . . . . Bücker Bü 131 Jungmann •§

Revell
UK Distributor: Revell AG (UK Branch)
1/144th (IM)
04001 . . . McDD F/A-18C Hornet •
04008 . . . Lockheed TF-104G Starfighter •
04009 . . . Lockheed-Martin X-35B USAF •
04011 . . . Sikorsky CH-53G 'Camouflaged' +
04201 . . . Airbus A320 'Thomas Cook/ Swiss Air' *
04202 . . . Boeing 737-800 'Air Berlin' +2
04207 . . . Canadair Challenger 604 •
04230 . . . Airbus A380 •§
1/72nd (IM)
04115 . . . Fairey Swordfish Mk I/III *2
04116 . . . Fokker Dr.I •
04314 . . . Northop F-5B *1
04320 . . . Dassault Mystere IVA *2
04326 . . . Handley Page Victor K.2 *2
04327 . . . Lockheed S-3A Viking *3
04338 . . . Eurofighter Typhoon Two-seat •1
04340 . . . Junkers Ju 290A-5 •
04384 . . . Dassault-Breguet Atlantic 1 •§
04410 . . . Westland Merlin HAS.1 'Royal Navy' *1 †
04411 . . . Sea King with Skua missiles 'German Navy' +3
1/48th (IM)
04213 . . . Gates Learjet 35/36 *3
04337 . . . Convair B-58 Hustler *4
04522 . . . McDD F-4F Phantom II 'Luftwaffe' *3
04523 . . . Henschel Hs 129B-2 *3
04525 . . . Martin B-26 Marauder *4
04529 . . . Consolidated B-24D Liberator *4
05753 . . . N.A. B-25J Mitchell 'Flying Bulls' *6
1/32nd (IM)
04251 . . . Bristol Beaufighter Mk If *
04701 . . . Lockheed P-38J Lightning *
04718. . . . Panavia Tornado ECR 'Tiger Meet' +1
Note:
*1 - Ex-Italeri
*2 - Ex-Matchbox
*3 - Ex-Hasegawa
*4 - Ex-Revell-Monogram (USA)
*5 - Ex-Esci
*6 - Reboxing with CD, paint glue etc of Monogram kit
•1 - This is an all-new tooling of the service version, not the Italeri kit
+1 - This kit will include new conversion parts for the ECR version
+2 - Conversion of #04238 (737-800 'Hapag-Lloyd) & new decals
+3 - Conversion of #04427
† - 04410 will include 'Tiger' markings

Revell-Monogram (See Also Monogram)
UK Distributor: Revell AG (UK Branch)
1/48th (IM)
5512 . . . . N.A. B-25J Mitchell *
5607 . . . . Douglas C-47 Skytrain *

Roden
UK Importer: Pocketbond Ltd
1/72nd (IM)
020 . . . . . Gotha G.Va/G.Vb *§
023 . . . . . RAF S.E.5a [Hispano Suiza] •
026 . . . . . Albatros D.III Oeffag s.253 +
028 . . . . . Albatros W.4 (Early) •§
032 . . . . . Albatros D.V/Va •§
034 . . . . . Albatros W.4 (Late) •§
037 . . . . . LaGG-3 Series 1, 5 & 11 *1§
038 . . . . . LaGG-3 Series 35 *1§
043 . . . . . Bristol F.2b Fighter •
045 . . . . . RAF S.E.5a [Wolseley Viper] •
046 . . . . . Antonov An-12BK-PPS +

Key
*	=	Reissue (with/without new decals)
+	=	Revised or Converted Tooling
•	=	New Tooling
#	=	Revised or Special Packaging of Existing Kits (inc Gift Packs)
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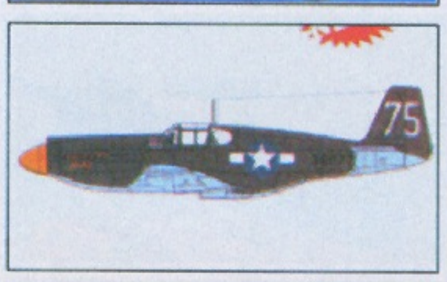
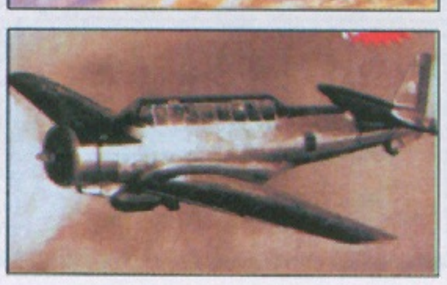
§	=	Item Carried Forward from Last Year
†	=	Note
IM	=	Injection Moulded Plastic (Including Limited-run)
IP	=	Injection Moulded Polythene
N/S	=	No Scale
R	=	Resin
R/C	=	Radio-Controlled
EB	=	Etched Brass
GF	=	Glass Fibre
VF	=	Vac-formed Plastic
WM	=	White Metal (Including Pewter)





Trumpeter

1/48th (IM)
401 . . . . . Gloster Gladiator Mk II •§
402 . . . . . Sopwith 1 1/2 Strutter (Two-seat) •§
405 . . . . . Gloster Sea Gladiator Mk I •§
407 . . . . . Sopwith 1 1/2 Strutter 'Comic Fighter' +§
408 . . . . . Gloster Gladiator Mk I •§
411 . . . . . Sopwith 1B1 [French Bomber] +§
. . . . . RAF S.E.5a [Hispano Suiza] •
. . . . . Bristol F.2b Fighter •
Note: *1§ - Ex-Toko

RS Models
1/72nd (R/EB/VF)
72121 . . . Avia B.34 •
72124 . . . Avia BS322 •
72125 . . . Lockheed XP-38 (1st prototype) •§
72126 . . . Avia BS122 'Bulgarian Air Force' •
72129 . . . Praga E-241 +1
72131 . . . Messerschmitt Bf 109X •
72141 . . . Praga E-241 'Slovakia' +1
72145 . . . Northrop Gamma 5B •
72147 . . . Curtiss Bolivia •
Note: +1 - Injection Moulded Plastic kit (modified)

Russian Project
1/72nd (IM/EB)
02 . . . . . Antonov An-26 •
03 . . . . . Antonov An-26B •
04 . . . . . Antonov An-30 •
05 . . . . . Antonov An-24 •
06 . . . . . Antonov An-32 •

Siga
1/72nd (IM/EB/VF)
. . . . . Tupolev Tu-4 'Bull' •§

Silver Cloud
UK Importer: Pegasus/Blue Max
1/48th (IM/WM/VF) - Aircraft
4803 . . . . Hawker Hart •§

Smer
UK Importer: Pocketbond Ltd
1/48th
807 . . . . . Avro 504 *
1/72nd
833 . . . . . Fieseler Fi 156/Morane MS.500 *1
865 . . . . . Ilyushin Il-2 *3
872 . . . . . Mil Mil-2
874 . . . . . Focke Wulf Fw 190D-9 *2
885 . . . . . F4U Corsair *2
Note: *1 - Ex-Heller
*2 - Ex-Italeri (?)
*3 - Ex-Toko (?)

Special Hobby
1/72nd (IM/R/EB/VF)
SH72026 . Bristol Beaufort Mk I •§
SH72027 . Bristol Beaufort Mk II •§
SH72030 . Fairey Firefly Mk I •
SH72031 . Fairey Firefly Mk IV/V •
SH72032 . Republic P-47N Thunderbolt •
SH72035 . Piaggio P.108 •
SH72039 . Heinkel He 59D +
SH72040 . Vultee A-35 Vengeance 'USA & Brazil' *
SH72041 . N.A. Mustang Mk I •
SH72042 . Vultee Vengeance TT *
SH72043 . N.A. P-51A Mustang •
SH72044 . CAC Boomerang •
SH72045 . IMAM (Romeo) Ro.57bis •
SH72046 . D.H. Hornet F Mk 1/3 •
SH72047 . IA 58A Pucara •
SH72048 . Koolhoven FK 51 •
1/48th (IM/R/EB)
SH48014 . DFS 230 •
SH48015 . Polikarpov I-15 'Spanish Civil War' •
SH48016 . DFS 230 Mistel (with Bf 109E-1) •

Spin Models
1/48th (R)
4804 . . . . Spad SA-4 •§
4803 . . . . Spad SA-2 •§
4807 . . . . Sage II •§

Sword
1/72nd (IM/R/VF)
7215 . . . . Taylorcraft Auster Mk III •
1/48th (IM/R/VF)
4804 . . . . Northrop T-38 Talon •

Tamiya Inc
UK Importer: The Hobby Company Ltd
1/48th (IM)
61086 . . . Republic P-47D Razorback •
61087 . . . Messerschmitt Me 262A-1a +
61088 . . . Dornier Do 335B-6 'Zestorer' +
61508 . . . Focke-Wulf Fw 190A-3 'Propeller Action' +
61509 . . . Zero Fighter Model 21 'Propeller Action' +

Trumpeter
UK Importer: Pocketbond Ltd
1/350th (IM)
06203 . . . Douglas TBD-1 Devastator •
06204 . . . Douglas SBD-3 Dauntless •
06205 . . . MiG-29 Fulcrum •
06206 . . . Grumman F-14 Tomcat •
06207 . . . McDD F/A-18 Hornet •
06208 . . . Northrop F-5G Tiger Shark •
1/144th (IM)
01322 . . . H6K5/23 Type 97 'Mavis' •§
01324 . . . Sukhoi S-37 Berkut •§
01325 . . . Shenyang F-7 II •
01326 . . . Shenyang F-7EB •
01327 . . . Shenyang F-7MG •
01328 . . . Shenyang F-8 II •
01329 . . . Sukhoi Su-34 •
01330 . . . Lockheed F-117A Nighthawk •
01331 . . . YF-22 Lightning II •
01332 . . . YF-23 •
1/72nd (IM)
01601 . . . Tupolev Tu-95MS Bear H •§
01605 . . . N.A. F-107A Rapier •§
01606 . . . Antonov An-2M Colt on Floats •§
01607 . . . Antonov An-2M Colt on Skis •§
01608 . . . Xian Flying Leopard (FBC-1) •
01609 . . . Tuploev Tu-142MR Bear-J +
1/48th (IM)
02803 . . . MiG-19S Farmer C •§
02804 . . . MiG-19PM Farmer E •§
02807 . . . Curtiss P-40B Warhawk •
02808 . . . Vickers Wellington Mk I •
02813 . . . Shenyang FT-6 Trainer •§
02814 . . . F/A-18E/F Super Hornet •§
02815 . . . Beriev Be-6 Madge •§
02817 . . . Savoia-Marchetti SM.79 Sparviero •
1/35th (IM)
05102 . . . Mil Mi-8MT/17 Hip •§
05103 . . . Mil Mi-24V Hind E •§
1/32nd (IM)
02201 . . . Republic F-105D Thunderchief •§
02202 . . . Republic F-105G Thunderchief •§
02211 . . . Nanchang A-5 Fantan •§
02212 . . . Nanchang A-5-III •§
02221 . . . Chance-Vought F4U-1D Corsair •
02222 . . . Chance-Vought F4U-4 Corsair •§
02223 . . . Grumman F4F-4 Wildcat •§
02224 . . . Sukhoi Su-27 Flanker A •§
02225 . . . Grumman F4F-3 Wildcat •
02226 . . . Focke-Wulf Fw 190D-9 •
02227 . . . Lockheed P-38L-5-LO Lightning •
02228 . . . Curtiss P-40B Warhawk •
02229 . . . McDD AV-8B Harrier II •
02230 . . . MiG-3 •
02231 . . . LTV A-7E Corsair II •
02232 . . . N.A. F-100D Super Sabre •
02233 . . . Grumman TBF-1 Avenger •
1/24th (IM)
02402 . . . N.A. TP-51D Mustang •
02403 . . . V.S. Spitfire Mk Vb •§
2404 . . . . V.S. Spitfire Mk Vb Floatplane •§
02405 . . . Mitsubishi A6M2b Type 21 Zero •§
02406 . . . Messerschmitt Bf 109G-2 •§
02407 . . . Nakajima A6M2-N 'Rufe' •§

Valom
1/72nd (IM/EB/VF)
72002 . . . Yokosuka D3Y1-K •

Welsh Models
1/144th (VF)
W04 . . . . E.E. Lightning F.2/F.6 •
W10 . . . . Hunting Jet Provost T.5 •
W11 . . . . BAe Hawk T Mk 1 •

Zvezda
UK Importer: The Hobby Company Ltd
1/144th (IM)
7001 . . . . Ilyushin Il-86 •†1
1/72nd (IM)
7202 . . . . MiG-21PFM •†1
7252 . . . . MiG 1.44 •
7247 . . . . Kamov Ka-27PS 'Rescue' +
7253 . . . . Mil Mi-17 •†1
7254 . . . . Mil Mi-8 'Rescue' •†1
Note: •†1 - These may be new toolings, or they could turn out to be reissues of existing kits?

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WM	=	White Metal (Including Pewter)

Zvezda

eduard

NEW RELEASES IN FEBRUARY 2003

PHOTOETCH 1/32
32 084 Mig-19S Exterior (Trumpeter)

PHOTOETCH 1/35 AFV
35 526 Schwimmwagen (Italeri)
35 533 PT-76B (Eastern Express)
35 534 VAB 4x4 interior (Heller)
35 535 VAB 4x4 exterior (Heller)
35 536 Zimmerit Stug.III waffel (Tamiya 35197)
35 543 M3A1 Stuart exterior (Academy)
35 545 Zimmerit PZ.IV Ausf H horizontal (Tamiya 35209)
35 546 Flak 37 3,7cm (Tamiya 35145)
35 547 Zimmerit Pz.IV Ausf. J (Tamiya 35181)

PHOTOETCH 1/48
48 411 Gunsight
48 415 Gunsight German

COLOUR PHOTOETCH 1/32
49 219 P-51B Mustang (Tamiya)
49 220 Bf-109E4/7 (Tamiya)

PHOTOETCH 1/72
72 401 Ju-87G-1 (Academy)
72 403 Gunsight
72 404 Gunsight German

COLOUR PHOTOETCH ZOOM 1/48
FE 219 P-51B Mustang (Tamiya)
FE 220 Bf-109E4/7 (Tamiya)

PHOTOETCH 1/35 AFV
TP 026 Nuts

EXPRESS MASK 1/48
XF 192 Su-25 K Frogfoot (Kopro)
XF 193 SBD Dauntless (Hasegawa)
XF 194 Mig-15 (Trumpeter)
XF 195 Mig-15 UTI (Trumpeter)
XF 196 P-47D Razorback (Tamiya)
XF 554 Mosquito 2 color Camo.scheme

EXPRESS MASK 1/72
XS 198 D H-98 Mosquito Bomber (Tamiya)

EXPRESS MASK 1/35 AFV
XT 058 SCUD B (Dragon)

PLASTIC KIT
7046 Junkers J.I *Profi*Pack

www.eduard.com

UK SOURCES: **H.G.HANNANTS LTD** - Harbour Road, Oulton Broad, Lowestoft, Suffolk Nr32 3LZ / **LSA MODELS** - 151 Sackville Road, Hove, East Sussex, BN3 3HD

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New Items this Month

7046	Junker J.I Profi	£15.95
32-084	Mig-19S Ext	£9.25
48-411	Gunsights	£6.00
48-415	German Gunsights	£6.00
49-219	P-51D Mustang (tam) painted	£11.50
49-220	Bf109E 4/7 (tam) painted	£11.50
72-401	Ju-87G-1 (aca)	£10.50
72-403	Gunsights	£4.50
72-404	German Gunsights	£4.50
FE219	P-51B Mustang (tam)	£4.50
FE220	Bf109E 4/7 (tam)	£4.50
XS198	Mosquito Bomber (tam)	£1.85
XS556	Junkers J.I Nat Insignia early	£1.85
XS557	Junkers J.I Nat Insignia late	£1.85
XF192	Su-25K Frogfoot (kopro)	£1.85
XF193	SBD Dauntless (has)	£1.85
XF194	Mig-15 (tru)	£1.85
XF195	Mig-15 UTI (tru)	£1.85
XF196	P-47D Razorback (tam)	£1.85
XF554	Mosquito 2 colour Camo scheme	£4.00

AIRES

A4142	Martin Barker Mk7 Seats	£5.50
A4143	Martin Barker Mk GRU 7a seats	£5.50
A4144	Aces II Ejection seats (F-15)	£5.50
A4145	Me162A Engine Detail set	£27.50
A4147	A-7E Corsair II Cockpit set	£10.99
A4148	Me262A Cockpit & wheelbay set	£TBA
A4149	F-14B Tomcat Cockpit	£14.95
A4150	Me262A Cockpit	£10.99
A4151	Arado 234B-1 Blitz Cockpit set	£10.99
A4152	Mosquito FB Mk VI Bomb bay	£TBA
A4153	Arado 234 Blitz Main wheel bay	£TBA
A4154	Allison V-1710 engine	£TBA
A5155	F-4B/N Phantom II cockpit	£TBA
A4156	Bf109G wheels & mask	£5.50
A4157	Bf110G wheels & mask	£5.50
A4158	Jumo 004B-1 Exhaust Nozzles	£6.50
A7092	P&W R1820 engine	£TBA
A7093	JU-87D/G Stuka cockpit	£TBA
A2004	Aces II Ejection seat (F-15)	£9.00
A2005	Bf109F wheels & mask	£5.50

'Discount Sale on Eduard Etch-Mask-Zoom 25% off items listed below. Month of April only via Mail order. Postage rate of £2.00 per order.' Credit card orders over £5.00 value.

All Eduard etch listed below are now discontinued, purchase whilst stocks last.

Photo-Etched Sets - 1/72

72001	Su-25 K	KP	3.00
72002	Seatbelts Luftwafe W.W.II		3.00
72006	MiG-29	ITA	4.25
72023	Ki-61Hien/Tony	HAS	4.25
72028	Spandau guns		2.10
72038	P-47D Thunderbolt	HAS	5.45
72046	Me-262 A Schwalbe	HAS	5.45
72047	A-10 Thunderbolt II	ACA	5.45
72048	P-51 D Mustang	HAS	4.25
72049	F4U1 Corsair	HEL	5.45
72051	Macchi MC-202 Folgore	HAS	5.45
72052	Fw-190 D	HAS	5.45
72053	Fw-190 A	HAS	5.45
72054	He-219 Uhu	DRA	5.45
72055	Browning cal.12.7 Amm.		3.00
72063	SM-79 interior	AIR	5.45
72064	SM-79 UC & torpedo	AIR	5.45
72069	Fw-190 A Night fighter	HAS	5.45
72070	Ju-88 A	ITA	5.45
72072	Mosquito	AIR	5.45
72076	P-38 Lightning	HAS	5.45
72077	Fiat G-50 bis	AIR	4.25
72078	Tornado G.R. Mk.1	HAS	5.45
72079	Grumman Avenger	ACA	5.45
72080	Avenger flaps	ACA	5.45
72081	F-5E Tiger II	ITA	5.45
72086	Me 262B Night fighter	HAS	5.45
72093	MiG 21 MF/SMT	FUJ	4.25
72099	Me-163 B Comet	HEL	4.25
72101	Bf-109 E	HAS	4.25
72102	MiG 23 BN/MiG 27	ACA	4.25
72103	Ju-52/m 3	ACA	3.00
72110	P-51 B/C Mustang	HAS	4.25
72111	F-104 G Exhaust	HAS	5.45
72114	F 104 G Starfighter	HAS	5.45
72122	Ju-88 G	AMT	5.45
72123	P-39 Airacobra	HEL	5.45
72124	F-4E Phantom II	HAS	5.45
72126	F-4 exhaust	HAS	3.00
72127	A6M2 Zero	HAS	7.00
72128	P-40E Kittyhawk	HAS	5.45
72132	A6M5 Zero	HAS	7.00
72133	Ju-87 B/R Stuka	FUJ	5.45
72136	F-15A/C Eagle	HAS	7.00
72137	F-15 E Strike Eagle	HAS	7.00
72138	Bf-109G-6	HAS	5.45
72139	B-25 bomb bay	ITA	5.45
72140	B-25 H/J Mitchell	ITA	7.00
72141	F-4J/S Phantom II	HAS	5.45
72143	Mitsubishi A6M2-N RUFE	HAS	5.45
72144	A-6E interior	ITA	4.25
72146	A-6E exterior	ITA	8.75
72147	Spitfire Mk.V	AIR	5.45
72148	F-16 A Fighting Falcon	HAS	5.45
72149	T-6G Texan	HEL	7.00
72150	Bf-110 G	ITA	7.00

Photo-Etched Sets - 1/48

48001	Su-25 K	OEZ	4.25
48002	MiG-21 MF	OEZ	5.45
48003	Su- 7	OEZ	4.25
48005	Spandau guns		3.00
48006	Seatbelts Luftwaffe W.W.II		3.00
48009	Hurricane Mk.II	HOB	5.45
48010	MiG-17 F	SME	4.25
48011	Fw-190 flaps	DRA	4.25
48013	La-5	HOB	4.25
48015	P- 51D Mustang	MON	4.25
48022	A-10 Thunderbolt II	MON	5.45
48026	F6F Hellcat	AFR	5.45
48027	A-1D Skyraider	MON	4.25
48028	USAF seatbelts & buckles		3.00
48029	F4U-4 Corsair	ACA	4.25
48030	F4U-1 Corsair	AFR	4.25
48032	Fiat G-55	HAS/SEC	4.25
48033	Brewster Buffalo	TAM	5.45
48034	Ki-84 Frank	TAM	5.45
48035	Ki-84 flaps	TAM	4.25
48039	F-16A Fighting Falcon	ACA	5.45
48040	Cessna O-1 Bird Dog	HAS	5.45
48041	Browning cal. 12.7 ammunition		4.25
48043	Fw-190 A	DRA	4.25
48044	Fokker D.VII	MON	5.45
48046	AV-8 B Harrier	MON	5.45
48048	F/A-18 Hornet	MON	5.45
48051	Fw-190 D	DRA	4.25
48054	F/A-18 Cockpit	MON	3.00
48056	Bf-110C/D	FUJ	5.45
48058	P-61 Black Widow	MON	7.00
48059	P-61 interior only	MON	3.00
48061	Bf-109 E-3	HAS	4.25
48062	Bf-109 E-4/7	HAS	5.45
48063	Do-335 A Pfeil	MON	5.45
48069	Curtis H-75/P-36 Hawk	ESC	5.45
48072	P-51 B/C Mustang	MON	5.45
48075	Ju-88 G	HOB	7.00
48078	SH-3 Seaking	HAS	7.00
48080	Bf-109 F	HAS	4.25
48085	MiG-29 A	ACA	8.75
48088	Bf-109 B/C	HOB	4.25
48089	SM-79 part I	SME	5.45
48090	SM-79 part II	SME	5.45
48091	Tornado IDS cockpit	ITA	5.45
48092	Tornado exterior	ITA	5.45

Express Mask - 1/72

XS001	Me-262A Schwalbe	REV	0.85
XS002	Me-262A Schwalbe	HAS	0.85
XS003	Hurricane II	REV	0.85
XS004	Me-262B Schwalbe	HAS	0.85
XS005	Me-262B Schwalbe	REV	0.85
XS006	F4U-1 Corsair	ACA	0.85
XS007	Me-410	ITA	0.85
XS008	A-10 Thunderbolt II	REV/ITA	0.55
XS009	A-10 Thunderbolt II	ACA/HAS	0.85
XS010	B-52 G Stratofortress	AMT/ER	2.10
XS011	Fi-156 Storch	ACA	0.85
XS012	AH-64 Apache	ACA	0.85
XS013	P-47 D -20	ACA	0.85
XS014	Ju-88 A-4	ITA	1.30
XS015	Bf-109E	ACA	0.55
XS016	DH-98 Mosquito	HAS	0.85
XS017	Bf-109G	HAS	0.85
XS018	Fw-190	HAS	0.55
XS019	P-51B Mustang	REV	0.85
XS020	A6M5 Zero	ACA	0.85
XS021	P-40 E/N/M	ACA	0.85
XS022	F6F Hellcat	ACA	0.55
XS023	Spitfire V/IX	ITA	0.55
XS024	Ju-88 C-6	ITA	1.30
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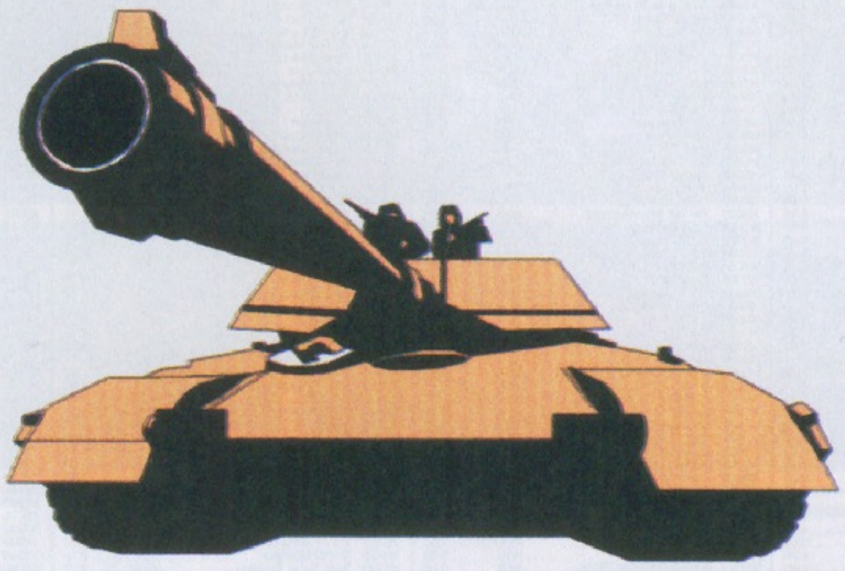

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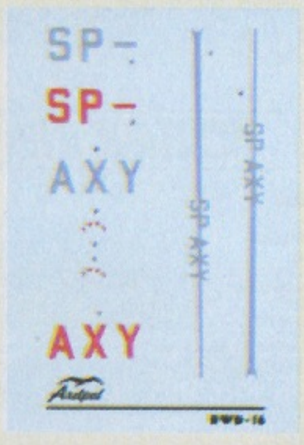
previews

Note: We have now added a 'Production' status to these previews and all items are mainstream (unlimited) production unless otherwise stated - Ed

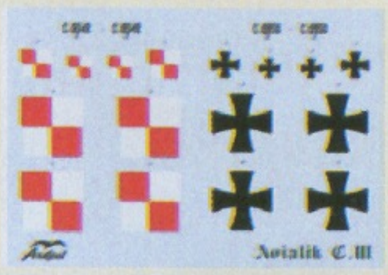
RWD-16

Scale: 1/72nd
Kit No: 72-032
Price: £TBA
Panel Lines: Recessed √
Status: Updated Tooling √
Production: Limited
Type: Resin, Etched Brass & Vac-formed Clear Plastic
Components: Resin 26, Etched5, Clear 2
Decal Options: 1
Manufacturer: Ardpol
Obtain in UK via: Contact Aeroclub for price and availability



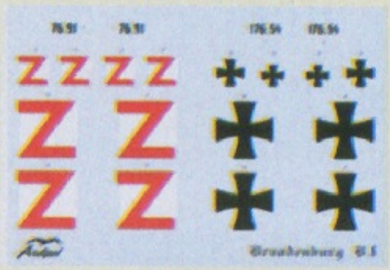
Aviatik C.III

Scale: 1/72nd
Kit No: 72-031
Price: £TBA
Panel Lines: Recessed √
Status: New Tooling √
Production: Limited
Type: Resin & Etched Brass
Components: Resin 43, Etched 22
Decal Options: 2 (Polish & German AF)
Manufacturer: Ardpol
Obtain in UK via: Contact Aeroclub for price and availability



Brandenburg B.I

Scale: 1/72nd
Kit No: 72-033
Price: £TBA
Panel Lines: Recessed √
Status: New Tooling √
Production: Limited
Type: Resin, Etched Brass & Vac-formed Clear Plastic
Components: Resin 40, Etched 29, Clear 1
Decal Options: 2 (Polish & Austrian AF)
Manufacturer: Ardpol
Obtain in UK via: Contact Aeroclub for price and availability



Yakovlev Yak-1

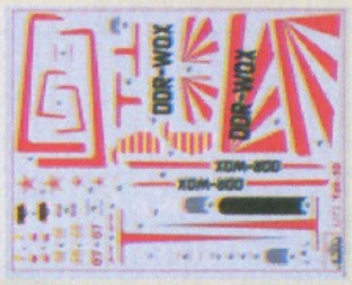
Scale: 1/72nd
Kit No: 7280
Price: £TBA
Panel Lines: Recessed √
Status: New Tooling √
Type: Limited-run Injection Moulded Plastic
Components: Plastic 77 (Blue/Grey), Clear 4
Decal Options: 3
Manufacturer: A-Model
UK Importer: Pocketbond Ltd

Tupolev Tu-95MS Bear H

Scale: 1/72nd
Kit No: 01601
Price: £63.95
Panel Lines: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic
Components: Plastic 154 (Grey), Clear 17
Decal Options: 2 (Ukrainian & Russian)
Manufacturer: Trumpeter
UK Importer: Pocketbond Ltd

Yakovlev Yak-50

Scale: 1/72nd
Kit No: 7270
Price: £TBA
Panel Lines: Recessed √
Status: New Tooling √
Type: Limited-run Injection Moulded Plastic
Components: Plastic 21 (Blue/Grey), Clear 1
Decal Options: 3
Manufacturer: A-Model
UK Importer: Pocketbond Ltd

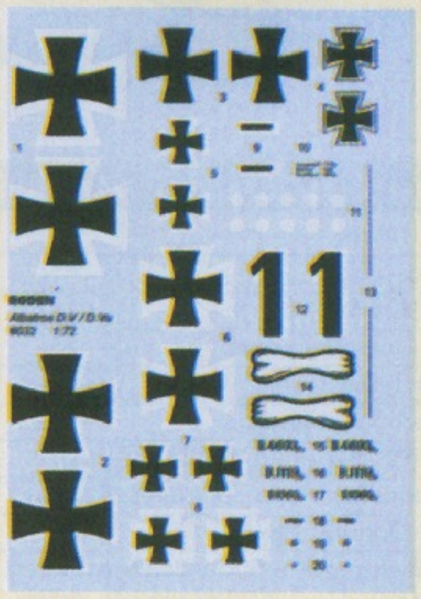


Avro 504K 'Zeppelin Killer'

Scale: 1/72nd
Kit No: 7268
Price: £TBA
Panel Lines: Recessed √
Status: Revised Tooling √
Type: Limited-run Injection Moulded Plastic
Components: Plastic 44 (Blue/Grey), Clear 1
Decal Options: 1
Manufacturer: A-Model
UK Importer: Pocketbond Ltd

Albatros D.V/Va

Scale: 1/72nd
Kit No: 032
Price: £TBA
Panel Lines: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic
Components: Plastic 45 (Grey), Clear 1
Decal Options: 7 (Inc Richthofen & Goering)
Manufacturer: Roden
UK Importer: Pocketbond Ltd

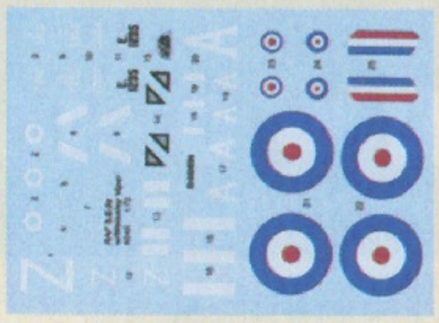


North American F-107A Rapier (Ultra Sabre)

Scale: 1/72nd
Kit No: 01605
Price: £9.99
Panel Lines: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic
Components: Plastic 53 (Grey), Clear 5
Decal Options: 3
Manufacturer: Trumpeter
UK Importer: Pocketbond Ltd

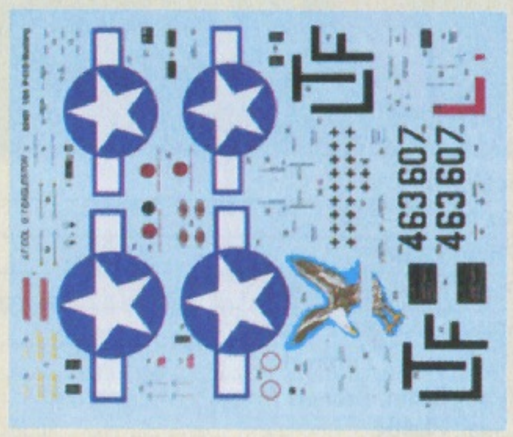
RAF S.E.5a (Wolseley Viper)

Scale: 1/72nd
Kit No: 045
Price: £TBA
Panel Lines: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic
Components: Plastic 45 (Grey), Clear (Acetate) 4
Decal Options: 5 (Inc Mannock & Bishop)
Manufacturer: Roden
UK Importer: Pocketbond Ltd



North American P-51D Mustang

Scale: 1/24th
Kit No: 02401
Price: £79.95
Panel Lines: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic, Etched Steel, Resin & Rubber
Components: Plastic 226 (Grey), 45 (Aluminium), 4 (Black), Etched 17, Clear 13, Rubber/Vinyl 8
Also Includes: Three Resin Figures, 7x Metal Rods & 2x Metal Springs
Decal Options: 1
Manufacturer: Trumpeter
UK Importer: Pocketbond Ltd

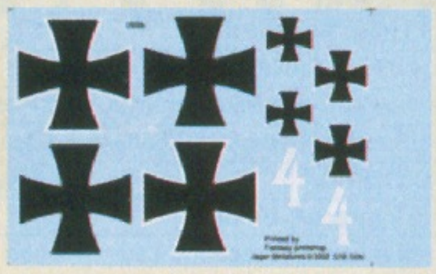


Yakovlev Yak-53

Scale: 1/72nd
Kit No: 7285
Price: £TBA
Panel Lines: Recessed √
Status: New Tooling √
Type: Limited-run Injection Moulded Plastic
Components: Plastic 30 (Blue/Grey), Clear 1
Decal Options: 1
Manufacturer: A-Model
UK Importer: Pocketbond Ltd

DFW C.V (Aviatik built)

Scale: 1/48th
Kit No: JA8
Price: £TBA
Panel Lines: Recessed √
Status: New Tooling √
Production: Limited
Type: Resin & White-Metal/Brass
Components: Resin 57, Metal/Brass 23
Also Includes: Clear Plasticard, Aerofoil and Circular Plastic Rod
Decal Options: 1
Manufacturer & Worldwide Distributor: Jager Miniatures



FMA IA.58 Pucara

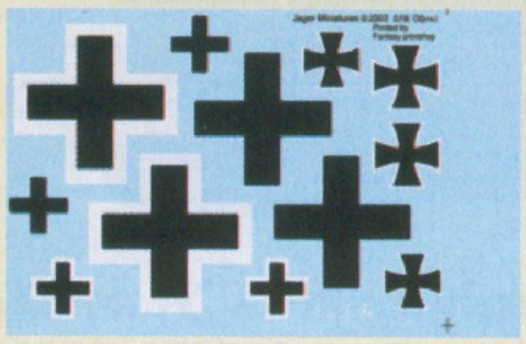
Scale: 1/48th
Kit No: HACK 48004
Price: £50.00
Panel Lines: Recessed √
Status: New Tooling √
Production: Limited
Type: Resin & White-Metal
Components: Resin 16, Metal 33, Vac-formed Clear 6
Decal Options: 2
Manufacturer: Heritage Aviation

DFW C.V (DFW built)

Scale: 1/48th
Kit No: JA7
Price: £TBA
Panel Lines: Recessed √
Status: New Tooling √
Production: Limited
Type: Resin & White-Metal/Brass
Components: Resin , Metal/Brass
Decal Options:
Manufacturer & Worldwide Distributor: Jager Miniatures

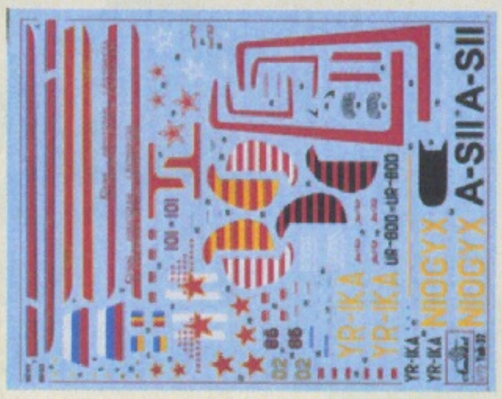
Fokker D.VII 'Early' (Fokker Built with High Exhaust)

Scale: 1/48th
Kit No: JC.2b
Price: £35.50
Panel Lines: Recessed √
Status: New Tooling √
Production: Limited
Type: Resin & White-Metal
Components: Resin 30, Metal 12
Decal Options: None
Manufacturer & Worldwide Distributor: Jager Miniatures



Yakovlev Yak-52

Scale: 1/72nd
Kit No: 7270
Price: £TBA
Panel Lines: Recessed √
Status: New Tooling √
Type: Limited-run Injection Moulded Plastic
Components: Plastic 30 (Blue/Grey), Clear 1
Decal Options: 7
Manufacturer: A-Model
UK Importer: Pocketbond Ltd



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C= Conversion, K = complete kit, D = Decals, O = Optional parts.

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reviews

Revell McDD F/A-18E Super Hornet

Technical Data
Scale: 1/48th
Kit No: 04515
Price: £19.99
Origin: Italeri (Italy)
Panel Lines: Recessed √
Status: Reissue √
Type: Injection Moulded Plastic
Parts: Plastic 166 (Grey), Clear 6
Decal Options: 1
Manufacturer: Revell AG
UK Importer: Revell AG (UK Branch)

The Kit

The Super Hornet is probably the most important aircraft to enter United States service for the foreseeable future, replacing much loved types like the sorely missed A-6 Intruder and F-14 Tomcat as well as the earlier Hornet models, and in the longer term many of the roles currently performed by the Prowler and S-3 Viking will fall to the Super Bug.

On opening the box I got a severe case of déja vu, as this kit looked a lot like a scaled-up version of the 1/72nd scale Italeri kit I reviewed last year.

In fact this kit is available with different markings from Italeri's but more of that later.

Construction

Before I started construction I had to sort out a major error in the plastic mouldings as, just like the smaller Italeri kit the mouldings feature a large dorsal air brake which is fitted to the F-18A to D but is not present on the E model. The answer is to fit the air brake in the closed position and then apply your favourite filler to remove all traces of it.

The cockpit is an eight-piece assembly with decals used to represent the instruments. This is OK in 1/72nd but I feel it is a bit too basic in this larger scale.

The cockpit assembly was attached to the top of the horizontally split fuselage and some filler is required to disguise the join; keep your filler out as all the main assembly joins on this model and most of the smaller ones will need it. In fact filling and sanding took more time than the assembly, painting and decaling of the model put together!

Once the wings, fuselage and rudder are assembled you can start adding the finely detailed undercarriage assemblies and the under wing pylons.

One of the best features of this kit is the comprehensive store fit. 49 of the plastic parts make up these which include Sidewinders, AMRAAMs, Harpoons and Laser Guided Bombs plus an under fuselage fuel tank.

I now painted the kit with Poly S acrylics before coating the whole model with a coat of Johnson's Klear floor polish to give a good gloss finish before moving on to apply the decals.

Markings

The kit comes with option for two aircraft both finished in the two-tone Light and Dark Ghost Grey scheme.

The first is a low viz example belonging to VFA-115, a former A-6 unit based at NAS Lemoore in April 2002.

The second is the aircraft featured on the box art, the commander's bird from VFA-14 'Top Hatters' which adds large areas of black and red trim plus high viz stars and bars. This aircraft was based at NAS Lemoore an April 2002 but also carries markings for its home carrier the USS Abraham Lincoln.

These must be the most up to date markings supplied with a kit as it was released in the UK in August 2002 - Well done Revell.

Decals

Revell's decals have improved dramatically over the last couple of years but these are the best yet. They are produced by Daco who I rate as one of the best European manufacturers of decals.

Not only are they superbly printed and in perfect register but they feature correctly coloured, position keeping, slime lights and dark grey radar absorbent tiles to fit inside the air intakes, and even the small stencilling is readable under a magnifying glass.
Decal Rating = 10/10.

Conclusion/Recommendation

I have mixed feelings about this kit I loved the subject and the decals but I hated the poor fit and filling needed to hide the joins and to get rid of the dorsal air brake.

The decals also have a price as here in the UK this kit retails for £8 more than the Italeri boxing; admittedly you are getting an after-market quality decal sheet but I would go for the cheaper option if I was using an after-market sheet.

Currently this is the only representation of this important type, but can it be long before we get a definitive example from a far eastern manufacturer?

I would recommend this kit to any modeller experienced in the use of fillers who wants to use this kit's decals.

My thanks to Revell AG (UK Branch) for the review sample.

D.C.Francis

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Saab JAS-39A Gripen

Technical Data
Scale: 1/72nd
Kit No: 04043
Price: £7.99
Origin: Italeri (Italy)
Panel Lines: Recessed √
Status: Reissue √
Type: Injection Moulded Plastic
Parts: Plastic 79 (Grey), 5 Clear
Decal Options: 2
Manufacturer: Airfix
UK Distributor: Humbrol Ltd

The Kit

This kit comes in an end-opening box and consists of sprues of light grey injection moulded plastic parts with engraved panel lines and details, clear parts, decal sheet and an instruction booklet completes the package. This kit is just a reissue of the Italeri tooling and not, as many may have thought, a new tooling from Airfix.

Instructions

This is possibly the worst aspect of this kit as it looks like it was made on a photocopier by a trainee as some of the pages are upside down and out of order. The instruction sheet consists of a brief type history, twelve-stage assembly diagrams and colour and decal placement details for the two options given on the decal sheet. Humbrol colour references are given throughout.

Assembly

I started the construction with the cockpit area using the decals supplied for the instrument panel and side consoles which I think are quite acceptable in this scale. Construction of this kit is quite easy from this point but be careful to follow the instructions, as there are minor differences between the two versions. It was necessary to use filler on all the major joint lines and the moulded-on blade aerials made this job even more difficult; maybe I should have cut them off and fitted them back on later. A full selection of missiles and drop tanks is provided for each version. Overall this was quite easy to build into a neat little replica of this important modern aircraft.

Accuracy

The instruction sheet quotes a length of 14.1m and a wing span of 8.4m. The finished model measures, without the nose probe, 19.8cm long and 12cm in wing span, which equates to 14.2m and 8.6m respectively, close enough in my opinion, taking my dodgy measuring into account. Overall the finished model looks every inch a Gripen, capturing its unusual shape very well.

Colour Options

Two colour options are given, one in grey from No.7 Wing Swedish Air Force and an overall black second prototype from 1997. I chose the black version using Humbrol matt black with a coat of Humbrol Gloss Cote to prepare for the decals.

Decals

The decals supplied with the kit were quite poor, out of register and generally badly printed, but a letter to Airfix saw a replacement sheet delivered in less than a week, which was much better. Still not the best kit decals I have ever used but quite adequate to satisfy most modellers. Decal Rating = 6/10.

Conclusion/Recommendation

This kit is quite easy to build and as such will appeal to modellers of all skill levels. The only down side is the price rise, from £5.99 in an Italeri box to £7.99 in an Airfix box, which is not good value when you consider this more 'expensive' boxing has poorer quality decals!

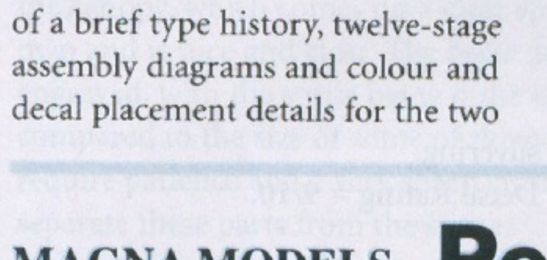
As worldwide sales of the Gripen are envisaged this model will no doubt attract a number of alternative finishes over the coming years. Highly recommended to all.

My thanks to Airfix for the review sample.

Michael Cook

MAGNA MODELS Percival Q6 Petrel

Technical Data
Scale: 1/72nd
Kit No: 7772
Price: £21.95
Panel Lines: Recessed √
Status: New Tooling √
Production: Limited
Type: Resin, White-Metal & Vac-formed Clear Plastic
Parts: Resin 16, Metal 13, Clear 15
Decal Options: N/A
Manufacturer: Magna Models (Spain)
UK Distributor: Magna Models (UK)



The Kit

The kit comes protected by Magna's usual stout cardboard box, fronted by a line drawing of an aircraft which will interest fellow Fleet Air Arm 'buffs'. Initially sold to a French client, registered F-AQOK, manufacturer's serial Q24 returned to the UK in 1938 to serve in the yellow and black livery of Western Airways Ltd. In May 1940 it was pressed into the Royal Navy as AX860, serving with 781 NAS at Lee-on-Solent.

Inside the box, a polythene bag contains the white resin parts. These are fuselage halves, wings, engine nacelles, nose cone, rudder and tail plane. Also cast in resin are six passenger seats and a cockpit unit with two seats. The Q6's structure is well represented with engraved detail. The engine nacelles are particularly well done, as are the passenger seats, complete with upholstery and lap straps. The fabric covered control surfaces are also very nicely done.

Apart from the seats, the smaller parts are white metal, sealed in their own bag.

Another small bag contains the clear parts. These comprise a vac-form moulding which contains two canopies. The variation in window layout between early and late production models is dealt with by a flat clear sheet scribed with the two alternative layouts. These are cut out as clear panels and inserted into rectangular recesses in the fuselage halves.

Instructions

There are three double sided A4 sheets of instructions and information.

Side one gives a concise history of the type together with useful general notes about approaching this and other resins.

Side two contains a layout of the parts and suggested construction sequence. Sides three and four contain 1/72nd scale drawings including colour scheme alternatives.

Side five gives more information about colours for military aircraft and, finally, side six has useful black and white photographs of three different aircraft.

Construction

Preparation involved removing the casting lugs from larger resin parts and removing the seats from their backing. The mating edges of the fuselage halves were sanded on a flat sheet of wet and dry to ensure a good joint. White metal components were also cleaned up.

The first step then is to fix the white metal control panel and cockpit bulkhead into the starboard fuselage half. All the cockpit and cabin components and interiors need then to be painted to choice (see Colour Options). The cockpit seat unit, with control column is fixed into the starboard fuselage half and the cabin seats into their respective halves.

The selected window panels are now cut from the clear flat sheet and fitted into the fuselage recesses. Getting a good flush fit for these is important, so checking the dimensions of the recesses and panels with a pair of dividers is well worthwhile. Filling and sanding around the perimeter of these panels can be very 'fiddly' and is worth keeping to a minimum. I also masked the actual windows at this point. Next the fuselage halves were joined.

Following the instruction sequence, for wings, engine nacelles and tail, to completion is now very straightforward. A little filler was needed at major joints.

The final step was to fix the canopy. My preferred method is to paint inside and out with Johnsons Klear, to prevent clouding, and fix with super glue. The canopy moulding is very thin in parts and needs careful handling but care is repaid with a very good fit. I faired around the edges with a little Humbrol Clearfix then masked the cockpit windows.

Q6s sported a variety of radio

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equipment. I scratch-built mine, based on photographs.

Accuracy

The dimensions given by Magna conform to other published sources, as do their scale drawings and, most importantly, the model.

Colour Options

It is hard to imagine a type with a production run of less than thirty aircraft, with a more colourful career. This is reflected in the five examples given in the kit information.

For military enthusiasts, UK registered Q6s were pressed into service with the Fleet Air Arm or RAF by the end of 1940 and seven or eight (sources vary) were specifically built for the RAF. These were dark earth/dark brown above and yellow below, as illustrated by Magna. In addition, two were built for the Royal Egyptian Air force and two for Lietvos Oro Linijos (Lithuanian State Airlines) apparently ended up in the Soviet Air force!

The list of users given in Magna's history indicates the range of corporate and small airline liveries in which the Q6 appeared both before and after the war. In the early days at Luton, Percival offered a custom painting service to private clients, which generated some of the most colourful examples. From the kit information sheet, I chose to portray perhaps the best known of these. The second production aircraft, Q22, was bought by King Ghazi of Iraq. Coded YI-ROH, it had yellow wings and tailplane and red fuselage. The fuselage cheatlines and codes were yellow and the wing codes red. Small red Persian crowns on the engine nacelles and the title 'Bird of Eden' in copperplate beneath the cockpit completed the scheme.

The customised interior of YI-ROH contained just four passenger seats and everything, including the crew seats, was upholstered in dark leather, which I have interpreted as dark red.

For the wings and tailplane, I used Humbrol Insignia Yellow (154) and the fuselage is Humbrol Insignia Red (153) darkened with a touch of Navy (77).

In addition to the kit references I very much recommend the late John Sylvester's book 'Percival and Hunting Aircraft' (ISBN 0 9513386 09 X) if you can locate it. It was published privately by the author in 1987 and distributed by Midland Counties Publications.

Decals

There are no decals provided and indeed, with the Q6, it would be hard to know where to start!

I used coloured civil registration letters from the excellent Aeroclub range.

Conclusion/Recommendation

This stylish little aeroplane epitomises everything I enjoy about modelling 1930's subjects. If you are looking for something to break out of the run of injection moulded subjects, you couldn't do better.

Provided you are prepared to tackle those window panels and canopy, then clear instructions and a straightforward build make this kit very suitable as an introduction to resin. There is still plenty of detail and interest for the more experienced modeller. (How about omitting the white-metal undercarriage spats and modelling the rare retractable undercarriage version?)

I can recommend this kit to everyone, except perhaps the complete beginner.

As a painting exercise, the Q6 is a kaleidoscope of possibilities! Why not get everyone in your club to buy one and all paint a different scheme? The resulting display would be marvellous!

I have been looking forward to this one since I saw it announced in the April lists. I had heard it had been delayed, so Christmas came early for me when it dropped through the letterbox.

My sincere thanks to Magna Models for producing this kit and for the review sample.

Neil Pinchbeck

Grumman F6F-3 Hellcat

Technical Data
Scale: 1/72nd
Kit No: 1213
Price: £2.99
Panel Lines: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic
Parts: Plastic 53 (Grey), Clear 5
Decal Options: 3 (2x USN & 1x FAA)
Manufacturer: Italeri Spa
UK Importer: The Hobby Company

The Kit

This comes in Italeri's usual, end-opening box with a painting on the front and side views on the back.

Inside there are two grey sprues and one clear with very good engraved detail and no flash.

Instructions

The instructions comes in a leaflet style sheet with a brief history of the F6F in various languages. Inside there is a parts diagram and eight construction stages which are well drawn and easy to follow.

The painting guide for the three versions is relatively small but clear. All colours are given with Model Master and Federal Standard (FS) cross references.

Construction

This starts with the interior which fits together really well. The control panel is just a flat piece without any detail but with a decal provided. This decal is too big and I opted to paint mine instead.

Before the fuselage halves can be glued together the windows behind the pilot's head need to be cut out and a clear part inserted. I chose to leave the glass out and used Clearfix to create the window later on.

All the parts fit together really well and you have the option of having the flaps lowered or raised. I only had to use filler on the wing root and that was just a small amount.

Colour Options

Three options are up for offer here: two US Navy types in two-tone blue and white. One is from VF-27 and the other is from VF-51, both in 1944. The third option is a Hellcat Mk I, of No.800 Sqn, Royal Navy.

The US Navy options are in FS15042 Dark Sea Blue (Model Master 1562), Flat Light Blue and Flat White (FS 37875) and the Royal Navy Hellcat is in Pale Green (FS 34227), Flat Gull Grey (FS 36440) and European Green (FS 34092).

Accuracy

It looks and sits like a Hellcat and measures up well at 14cm long and 17.1 cm in span. The real machine, according to American Aircraft of World War II by David Mondey, being 13.06m (42ft 10in) in span and 10.23m (33ft 7in) in length. This makes the kit almost spot on if my maths is correct! (Hopefully).

Decals

These are very well printed and did not need any persuasion to leave the blue backing paper. They adhered well to the kit and left hardly any silvering.

Decal Rating = 9/10.

Conclusion/Recommendation

I'll be the first to admit that the Hellcat is one of my all time favourites and Italeri have done it justice. It's well detailed, easy to build and has a good set of decals. I'd say go out and buy one!

Many thanks to The Hobby Company Ltd for the review sample.

Matthew Cripps

Revell MiG 1.44 MFI

Technical Data
Scale: 1/144th
Kit No: 04028
Price: £3.49
Panel Lines: Recessed √
Status: New Tooling √
Type: Injection Moulded Plastic
Components: Plastic 35 (Grey), Clear 1
Decal Options: 1
Manufacturer: Revell AG
UK Importer: Revell AG (UK Branch)

The Kit

The MiG 1.44 is an unusual subject for Revell to produce in kit form, particularly in 1/144th scale, as only one has flown, it is not yet in service and not yet well-known.

Revell's kit comes in a small box with attractive artwork. Inside the box there is a bag containing two grey sprues and the two parts of the fuselage are separate. This is good because no cutting will be required, therefore preventing any damage to the main kit. At first sight it is very small and there is not a lot to it. The moulding is excellent and there is no visible flash. The only transparency is the canopy, which comes on a clear sprue on its own and is nice and clear. The basic details are engraved, with the sprue being quite large, compared to the size of some of the parts. It will require patience and a very sharp cutting knife to separate these parts from the sprue.

Instructions

The instructions are packed separately and include a brief history of the aircraft. The second page reveals some building tips and colours that will be required. However, on closer inspection, one colour is inaccurate. Looking through the Revell colour chart, one of the colours referred to could not be found. The instruction sheet tells you to use greenish grey, but what type of greenish grey is not quite clear. In that particular instance I had to refer to other Russian aircraft and presumed it was the same colour as most MiG-29s in Russian service. The instructions themselves are very clear and easy to understand.

Construction

The kit is very simple and very small. There are decals for the instrument panels, but with all the details being so small it will be very difficult to see anything inside the cockpit. The fuselage is split horizontally and fits together well, as do all the rest of the pieces, apart from the forward canard roots. These are not so easy to fit together because they do not match the curvature of the side of the aircraft. A little filler is required there. Apart from that it goes together without any problem.

Accuracy

The only picture I had to go by is the artwork on the box, and we all know that they tend to be largely inaccurate. I had to find magazine photographs depicting the prototype for reference.

Colour Options

The colours are simple though not accurate. On the box, the colours are too dark (probably as a result of the limitations in printing - Ed). I used colours that looked to be correct, Light Aircraft Grey on top and the underside colour had to be mixed into a duck egg blue. An undercoat of matt white would be a good idea, since both secondary colours are light. As there is only one real aircraft, there is only one colour scheme!

Decals

The decals are satin which proved problematic, since the colour of the aircraft is supposedly matt. Matt varnish should be used to rectify the problem. The decals slide off the backing paper very easily, but do not adhere to the model as well. Again the decals are very simple with just red stars and codes.
Decal Rating = 5/10.

Conclusion/Recommendation

The model is small, not challenging and with low detail. It is simple to build and simple to paint. Overall, not a very good effort from Revell. This kit is more suited for beginners. Maybe, when more detailed pictures are revealed of this aircraft, then Revell should try again (in 1/72nd scale) to impress us with this new Russian aircraft.

My thanks to Revell AG (UK Branch) for the review sample.

Mario Balch

Revell

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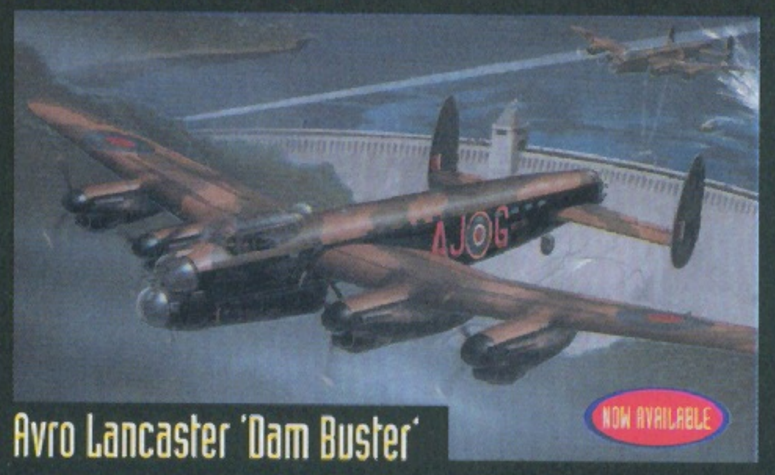
EH. 101 Merlin Mk. 3 RAF



Avro Lancaster 'Dam Buster'

Blohm & Voss BV 222 04383
1:72 Scale/Span 63.9cm/Length 51.4cm
Developed by Lufthansa, the BV 222 went into service with the Luftwaffe in 1941 as a transport and reconnaissance aircraft. Powered by 6, 746 kW engines this flying boat was able to reach speeds of 390 Km/h.

EH. 101 Merlin Mk. 3 RAF 04468
1:72 Scale/Span 25.8cm/Length 27.0cm
Capable of 308 Km/h, the Merlin went into service with the RAF in 1994 as a replacement for the Sea King fulfiling a transport and anti-submarine role.

Avro Lancaster 'Dam Buster' 04630
1:72 Scale/Span 30.6cm/Length 43.0cm
With a top speed of 426 Km/h this variant of the Lancaster was used to attack German dams with its famous 'bouncing bomb'.

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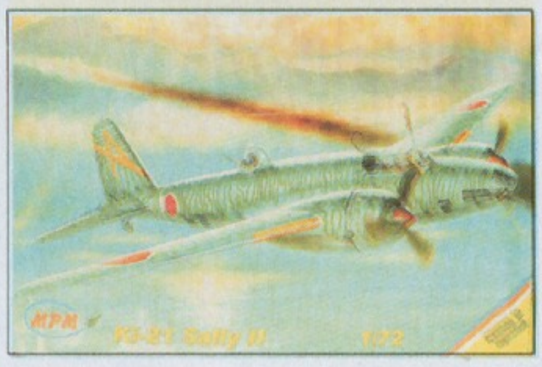
Mitsubishi Ki-21-II Sally

Technical Data
Scale: 1/72nd
Kit No: 72507
Price: £24.25
Panel Lines: Recessed √
Status: Revised Tooling √
Production: Limited
Type: Limited-Run Injection Moulded Plastic & Resin
Decal Options: 5
Manufacturer: MPM
Obtain in UK via: Hannants



The Kit

MPM's Sally comes in an end opening, fairly lightweight box. This would certainly be crushed if it were at the bottom of the pending kit pile in my attic, but thanks to some robust packing it survived the post without any ill effects. The box is adorned with some nice artwork, printed on a sheet loosely pasted to the packaging.

Inside, the three medium-grey sprues and single clear sprue are packed together in one bag, whilst the resin parts and decal sheet come in their own separate bags.

Overall, first impressions are favourable. There are some hefty attachment gates on most parts and minimal amounts of flash on some of the smaller ones. The main components also carry large ejector towers on their internal faces, but no sink marks are present externally at all. The main airframe is well done with very restrained panel detail, to my eye just right in this scale. The control surface hinge lines, doors and hatches could do with being a little more accentuated, but this is easily achieved to your taste with scriber or needle. The transparencies, which include two inserts for the array of small windows in the chin and ventral positions of the aircraft, are crystal clear and unblemished despite being packed with the rest of the parts. The plastic used however, is quite brittle and turned out to require careful handling. The resin parts are very impressive, providing a reasonably complete cockpit, rear cabin, and many of the smaller detail parts including armament, engine faces and exhausts. Optional parts are included for either the Ki-21-Ib or -IIb variants and their use is clearly marked in the instructions.

Instructions

The twelve-page instruction sheet contains a short history of the type, main assembly in twelve stages, and three pages of painting and marking details for the eight options offered in the kit. The colour chart uses Humbrol references only. The main colour guides are all mixes with a very broad description of what shade should emerge. I'm sure some modellers would appreciate more cross-reference with other ranges, particularly where these can offer near matches with the colour required. Better still, some FS references would not go amiss.

Construction

A common theme applying to all the parts in this kit is the absolute need to remove them with care from the sprue and to spend some time cleaning up. The lack of location pins or guides throughout the kit means that test fitting and adjustment of the parts is also essential.

Construction started with the preparation of the resin cockpit. The material is quite hard and brittle so I used a cutting disc in my drill (be sure to use a dust mask if using this method) to free the parts from the small casting blocks. With minimal clean up, these fitted well and slotted snugly into the fuselage. Care needs to be exercised in locating both the cockpit and rear cabin as there are no guides. I tacked the assemblies in place with thick superglue, which gives just enough time to level and locate the parts accurately before a more permanent bond is made.

The fuselage, wing and tailplane joints were all made with ease, requiring only a smear of filler here and there. The nacelles required a little more work to achieve a good fit but the bulk of my time was spent honing the two underside transparencies carrying the small windows. The fit of the ventral windows was particularly approximate and required repeated trimming and test fitting. Even then the part was too narrow at the top and did not follow the contour of the fuselage, requiring lots of work with filler and file to get a reasonable result. Otherwise the transparencies look good once in place, but my choice of option was encouraged by not wanting further work getting the large Ki-21-Ib greenhouse to fit. I opted for the dorsal turret equipped Ki-21-II as an easier alternative. I did not bother with the separate small starboard window, preferring to fill this and the drilled out door porthole with Krystal Klear

Smaller details such as the undercarriage and propellers are quite usable; again time spent cleaning up pays dividends.

Accuracy

The kit scales out at 22.3m span and just over 15.9m long, compared with published data of 22.5m span and 16.0m long. This is fine by me in 1/72nd scale. Overall the kit captures the look of the aircraft although I'm unsure of the canopy which looks a little flat leading to a rather raked windscreen. This really is splitting hairs though.

Colour Options

Eight options are included exhibiting a range of grey/green camouflage schemes broken up a little with various coloured tail markings. I chose a late war Ki-21-IIb of the 8th Air Div HQ Flight based in Taiwan. The instruction's colour mixes were ignored and I used Tamiya XF14 (JA Grey) overall with a dense mottle of XF13 Green on the upper surfaces. I did not use any undercoat as I wanted to be sure of preserving the excellent panel detail. Fans of Japanese bomber kits will be hardened to the amount of canopy and window framing necessary on most types, and the Sally is no exception. I went for my usual method of separately masking and spraying each frame in turn rather than cutting out individual window masks – certainly quicker overall where straight framing is involved. I stuck my neck out with the interior colour (arguments still rage on the Internet on this subject) and opted for a late war overall Mitsubishi Interior Olive Green (AeroMaster) for the cockpit and cabin.

Decals

These are printed by Propagteam, and are nice and thin with good registration. I applied them over a light coat of Klear, floating them into position using plenty of water to combat their ferocious adhesive powers. Be warned, do not mess with them for too long, as any curling or folding will be terminal. I have found decal solutions to be unnecessary on Propagteam decals and did not use any in this case either. They settled in to the detail without any help at all and dried without any trace of silvering. The colours maintained their density perfectly over the dark green camouflage. With care the best decals I have used in a long time. Decal Rating = 10/10.

Conclusion/Recommendation

This is a kit where preparation and plenty of test fitting yield their reward. The treatment of the fuselage window inserts led to more work than I liked but eventually everything came into place to produce a nice replica which looks good on the shelf. The resin cockpit under the crystal clear canopy is particularly noteworthy. Perhaps not for the novice because of some of the fit problems and the delicate resin parts, but highly recommended for those who like the subject matter and want to exercise their skills a little.

My thanks to MPM for the review sample.

Steve Hewitt

www.sampublications.com

Dassault Mirage IIIE/5/50

Technical Data
Scale: 1/72nd
Kit No: 72049
Price: £20.00
Panel Lines: Recessed √
Status: Reissue √
Type: Limited-run Injection Moulded Plastic, White-Metal & Vac-formed Clear Plastic
Parts: Plastic 27 (Blue), Metal 6, Clear 3
Decal Options: 2
Manufacturer: High Planes Models
Obtain in the UK via: Hannants

The Kit

This kit is presented in High Planes familiar style, a nice strong cardboard box with a lid, containing the limited run plastic parts in High Planes blue, resin and white metal parts, one very clear vac-form canopy and a very nice decal sheet printed by the Fantasy Printshop.

Instructions

The six-page A4 instruction booklet comprises a brief type history, written assembly instructions, assembly diagrams and colour details for the seven options offered on the decal sheet.

Assembly

Assembly starts as usual with a High Planes kit by preparing the injection moulded parts which all have quite a lot of flash and rather large sprue attachment points. The wings and fuselage need special attention as detailed in the instructions. It is important that this preparatory work is carried out carefully and methodically as this can save you a lot of problems later on when you find that the kit will not fit together properly.

You then need to decide which variant to build as some of the options have the extended Mirage F1 nose, which again means extra work. With this work out of the way assembly can start and as usual this begins with the cockpit area, which comprises a resin tub, which has to be fitted to the top of the nose wheel well. You need to refine the fit of these parts by reducing the thickness of the cockpit floor and wheel well roof until they are wafer-thin otherwise they will not fit together properly. The ejector seat is too wide and too tall so again reduce its proportions to make it fit. Leave the instrument panel out until later as it will not fit very well at this stage.

Paint the cockpit area black and dry brush with light grey to highlight all the lovely detail that is present in this area. I chose to make the Venezuelan Mirage 50EV (how often do you get the chance to model a Venezuelan aircraft!) with the extended F1 nose and fuselage extension, so after the fuselage halves were firmly cemented together some surgery was necessary to cut off the original nose and attach the appropriate parts, and also to make and add the RWR receivers to the fin. As usual with High Planes' Mirages the wing halves need thinning before they can be glued together, the air intakes do not fit properly, the main wheels are moulded in two halves and the ventral fin has to be made from plastic card, but all of these problems can be overcome with care and patience. Quite a lot of filler was required to smooth out the seams. Finally the white metal undercarriage parts can be fitted and the instrument panel cut down to fit, as it is a bit too large to fit in the space provided. Last of all carefully cut out the canopy and attach it with white glue.

Accuracy

The Encyclopedia of World Military Aircraft quotes a wing span of 8.22m and a length of 15.56m. The finished model measures 11.6 cm in span and 21.6 cm in length, which is quite acceptable, more importantly it looks just right capturing the sleek looks of the real thing.

Colour Options

Mirages for Venezuela, Argentina and Egypt are offered in a selection of colour schemes, from jungle style greens and browns through to desert schemes and modern low visibility greys for which FS colour references are given throughout, which make painting easier. I chose to build the very nice green, tan and light grey Venezuelan scheme with those colourful yellow, blue and red national markings and the large red fin flash using Humbrol enamels throughout.

Decals

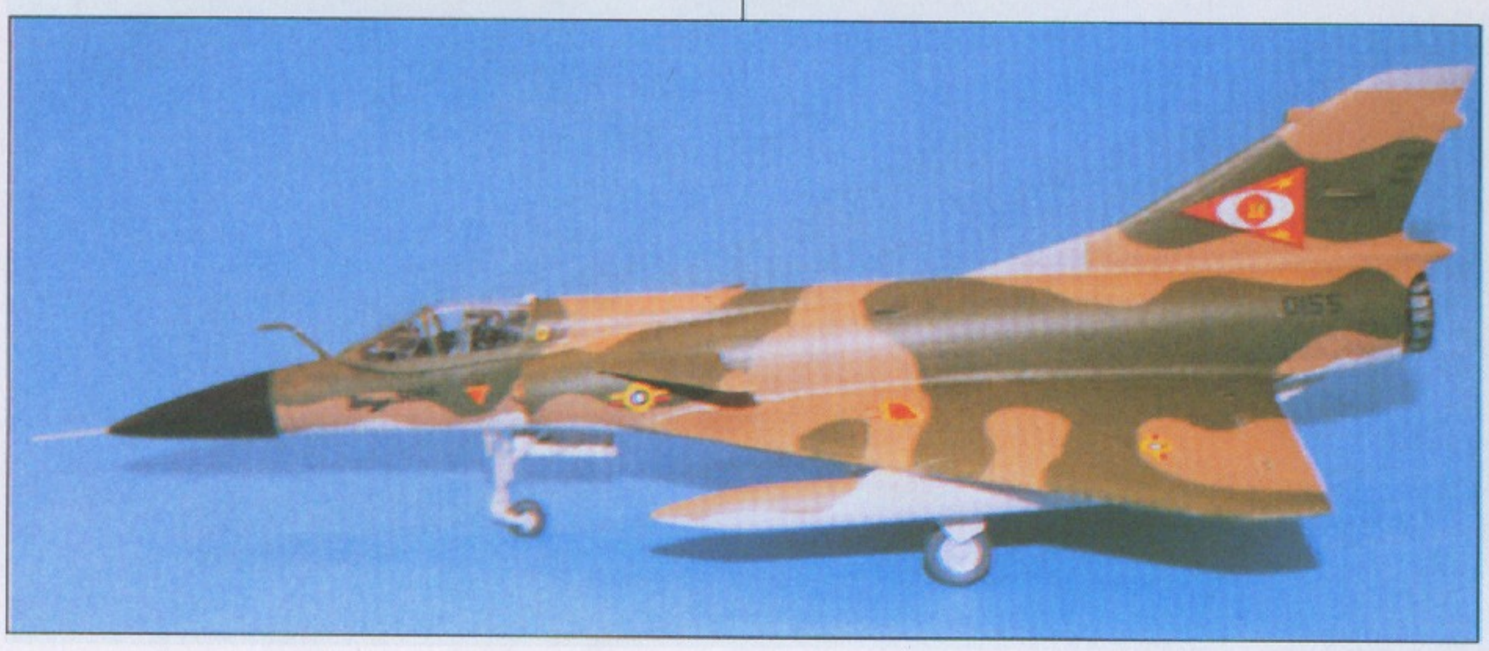
As usual for High Planes the decal sheet is superb with crisp printing and excellent colour density. They worked very well over a gloss coat of Johnsons Klear.
Decal rating = 9/10.

Conclusion/Recommendation

This is one for the more experienced modeller as it takes a lot of hard work to get a good result but the effort put in is well worth it as the result will be an excellent little model of this classic delta winged aircraft. Highly recommended.

My thanks to High Planes Models for the review sample.

Michael Cook



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Bell XFN-1 Airabonita

Technical Data
Scale: 1/72nd
Kit No: 72122
Price: £TBA
Production: Limited
Panel Lines: Recessed √
Status: New Tooling √
Type: Resin, White Metal & Vac-formed Clear Plastic
Components: Resin 30, Metal 2, Clear 1
Decal Options: 1
Manufacturer: RS Models
UK Importer: Hannants

The Kit

The kit comes in a small but sturdy box with a lift off lid, displaying a painting of the aircraft ready for take off on a carrier deck.

Inside we find a poly bag sealed in sections, each section containing a small amount of related parts, such as fuselage and cockpit, wings and landing gear etc.

The kit is cast in a hard cream coloured resin and is delicately scribed with fine panel lines and detail. The cockpit is fairly comprehensive with seat, bulkhead, rear radio shelf, floor with moulded propshaft, control column and instrument panel. The landing gear is cast in white metal with gear doors and wheels in resin. The canopy is represented by a single vac-form. There is very little cleaning up to do, mostly removing items from their casting blocks and sanding edges.

This particular aircraft, conceived in 1938, was a parallel development by Bell of the XP-39 and was designed for naval use, the main differences being a conventional tail wheel landing gear together with arrestor hook, and coolant radiators under the wings. This aircraft, named Airabonita, never became operational having failed its carrier qualification tests and was returned to Bell in December 1941, all further development having been halted.

Instructions

Unfortunately I cannot comment on the instructions as my kit did not contain any! The only information I had was a small A4 sheet giving a brief history of the plane together with a three-view line drawing. I am not sure if this was just an oversight on the part of the manufacturers, or whether this is normal but luckily it is fairly straightforward to work things out for yourself, especially if you have ever constructed an Airacobra kit.

Construction

After separating the parts from their casting blocks using a sharp knife, cleaning up is simply a matter of sanding down the edges to fit using fine grade wet and dry sandpaper. I know this has been said many times in the past, but please remember to use a mask when sanding resin, even if wet sanding. Resin dust is nasty stuff and you do not want it in your lungs!

Construction starts with the cockpit as per normal, with floor, rear bulkhead and seat going together. The rear radio shelf can then be added, and finally the control column and instrument panel. This whole assembly can then be glued into one half of the fuselage using cyanoacrylate (super) glue. I was not too sure which colour was correct for the cockpit, so I settled on Chromate Green, with black instruments.

The exhaust stubs go in next, from the inside, and can be painted in brown 'rust'.

Once your fuselage halves are joined you can progress to the wings and tail. These items are butt joined which may cause a few headaches, but they seem to be quite strong once set. A small amount of filler will need to be added to the wing roots to close any gaps.

The metal landing gear is simple but nicely cast and is sturdy enough to support the weight of the resin. The propeller consists of spinner and separate blades which have to be glued in at the correct pitch, everything then being butt joined to the fuselage front.

The kit did not contain any parts for the pitot or arrestor hook, so I fabricated these from thin brass wire.

Next up is my favourite part, the good old vac-form canopy! (I'm still having trouble with these!). Whilst fairly easy to cut out, the framing is very indistinct, making masking difficult, though with a little patience and reference to the drawings, you should be okay. Once masked with a combination of Tamiya masking tape and Maskol, the canopy was stuck down with Humbrol Clearfix, and the plane was ready for painting.

Colour Options

As there are no instructions, I had to rely on the box art for the colour scheme. This is an overall light grey colour for which I used Model Master Light Ghost Grey, together with Chromate Green wheel wells and oleos. The edges of the wings were painted with a strip of yellow and the pitot tube and arrestor hook were painted black.

Lastly, I added a radio wire of nylon quilting thread to complete the build.

Decals

The decals consist of 1941 naval markings with separate red centre dots for the stars, together with red, white and blue tail flashes. The decals are printed in perfect register and are matt finished with very little carrier film. They are VERY thin and need careful handling, but settle down beautifully without any solvents.

Everything was sealed in with a coat of Johnsons Kleer.

Decal Rating = 10/10.

Accuracy.

I could only find one small photo in my reference and no sizes, but it does look right, with the slim fuselage and sleek lines of the original. It scales up perfectly when placed next to my Academy P-39, with all the dimensions being the same.

Conclusions/Recommendation

This was a nice little kit to construct, but I had a few problems with getting the wings straight. Some sort of locating pin or tab would be helpful just to keep everything in place and to strengthen the joint. A little filler is needed on some joints, such as the wing roots and fuselage joint underneath, but on the whole there are no real problems.

The scribed detail is lovely, but so thin that it almost disappears under a coat of paint. This kit would be best suited to more experienced modellers due to the mixed media nature, but it is simple enough for those wishing to tackle their first resin kit.

My thanks to RS Models for the review sample.

Wayne Harris

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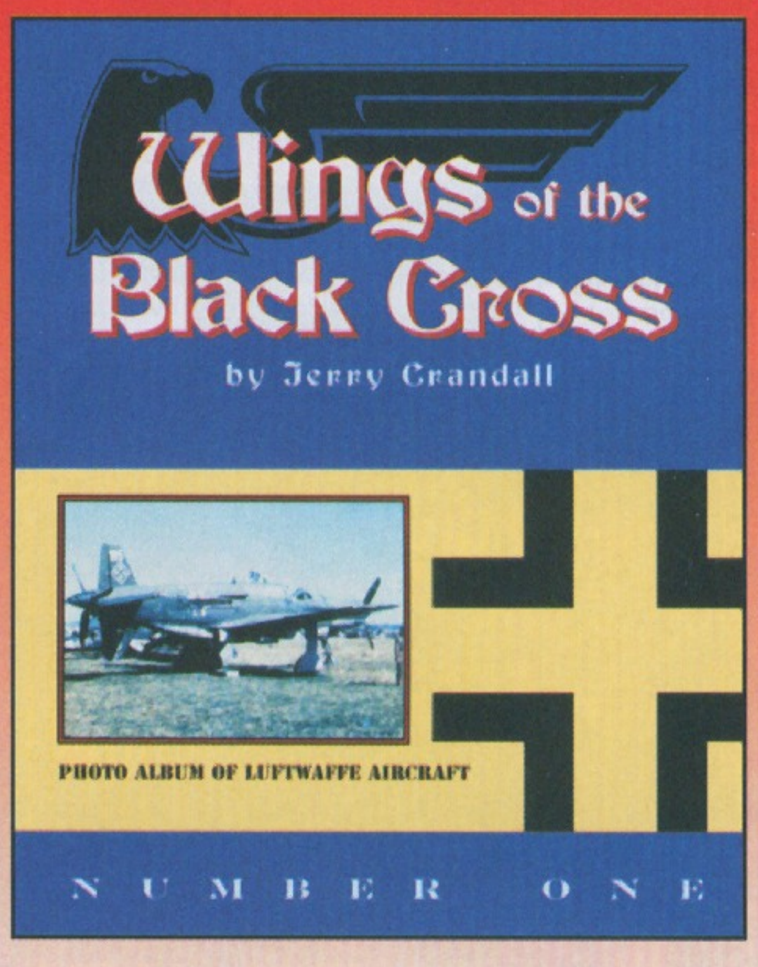

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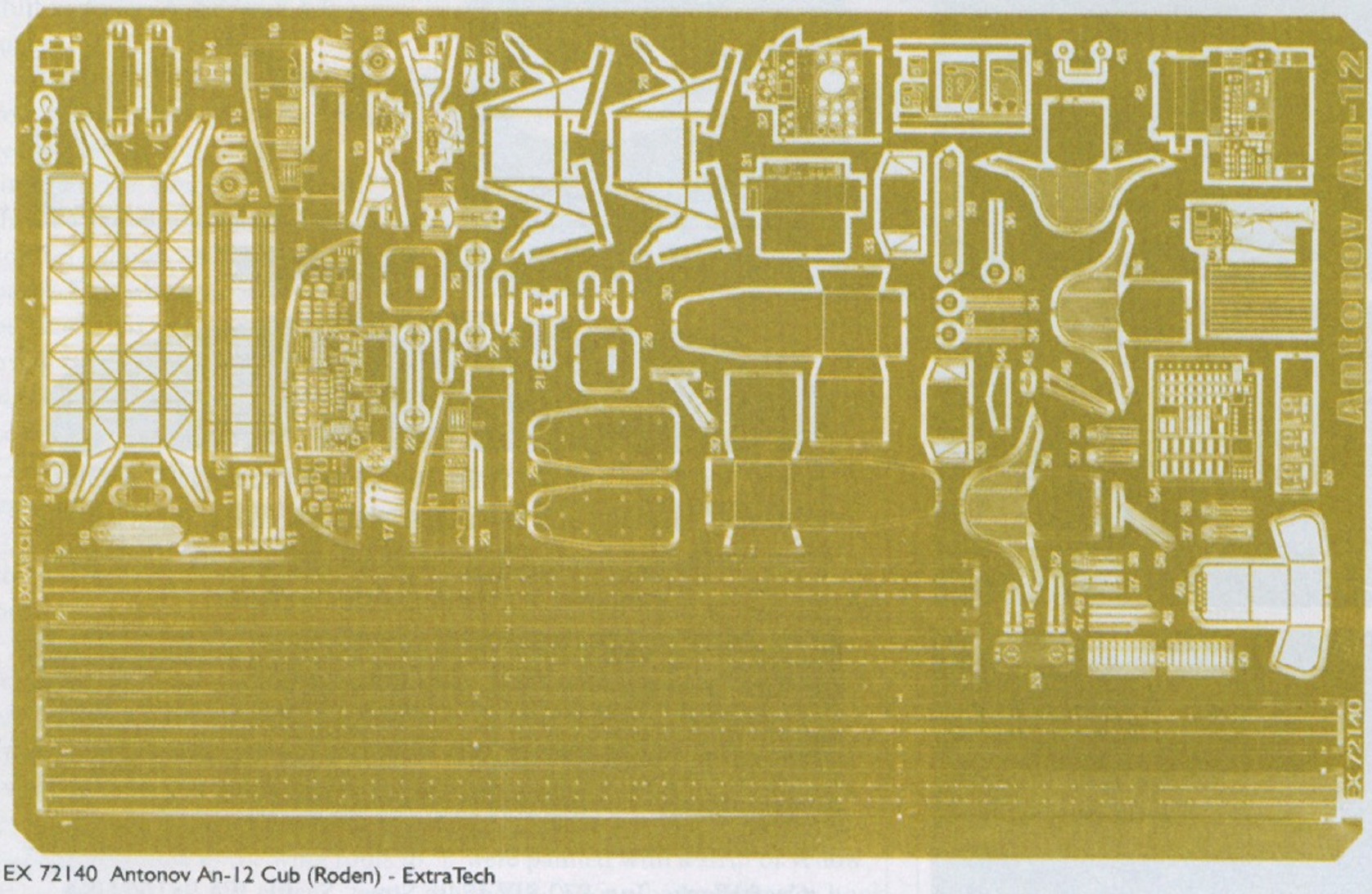
ExtraTech

A new batch of etched detail sets from this manufacturer has been sent directly to us for review.

1/72nd Scale

Subject: Antonov An-12 Cub
Scale: 1/72nd
Product No.: EX 72140
Type: Detail Set
Designed for: Roden kits
Price: £TBA
Includes: This is a large etched set offering instrument panel with acetate backing film, centre console, crew seats, seat belts, sidewall consoles, the internal loading bay overhead crane and a mass of blade antennae and static wicks for the exterior of the airframe.



EX 72140 Antonov An-12 Cub (Roden) - ExtraTech

Subject: Agusta A-129 Mangusta
Scale: 1/72nd
Product No.: EX 72141
Type: Detail Set
Designed for: Italeri kit
Price: £TBA
Includes: It offers crew seat belts, side consoles, canopy wipers, both instrument panels (with acetate backing film) coamings, rotor hear details, straps, covers and wiring for the rocket launchers and a number of blade antennae for the exterior of the airframe.

EX 72141 Agusta A-129 Mangusta (Italeri) - ExtraTech

The set also includes the 'FMP' (Forca Multinnazionale di Protezione) stencil to allow you to spray these words onto the sides of the model.

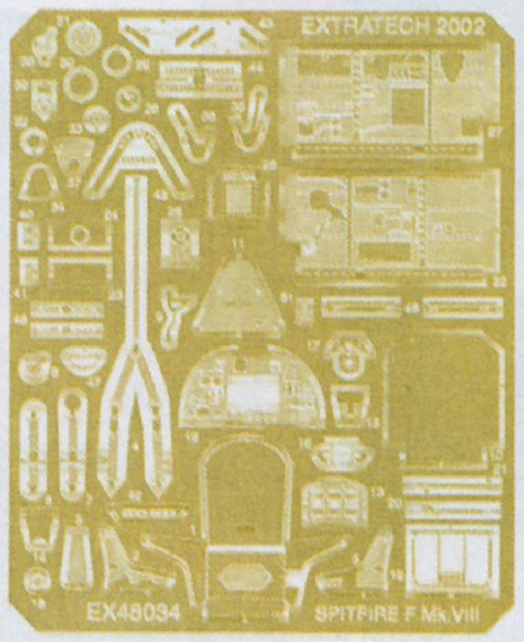
Subject: SA-316B Alouette III
Scale: 1/72nd
Product No.: EX 72142
Type: Detail Set
Designed for: Heller kit
Price: £TBA
Includes: This set offers crew seat belts, seat frames, instrument panel with acetate backing film, engine details and intake matrix, rescue hoist details, mail and tail rotor centres, tail endplates, access steps and a set of skis for the main wheels.

1/48th Scale

Subject: V.S. Spitfire Mk VIII - Interior
Scale: 1/48th
Product No.: EX 48034
Type: Detail Set
Designed for: ICM kit
Price: £TBA
Includes: This set includes the seat, head armour, seat belts, instrument panel with acetate backing film, gunsight and loads of details for each sidewall.

Subject: V.S. Spitfire Mk VIII - Exterior
Scale: 1/48th
Product No.: EX 48035
Type: Detail Set
Designed for: ICM kit
Price: £TBA
Includes: This 'external' set offers fuel filler cover, machine gun bays, windscreen surround, bomb fins, wheel well inserts, oleo compression linkage, wheel hubs, radiator doors, bomb carrier sway braces, drop tank pick-ups and the additional plating seen around the leading edge tanks, ventral jacking pads and ammunition ports.

EX 72142 SA-316B Alouette III (Heller) - ExtraTech

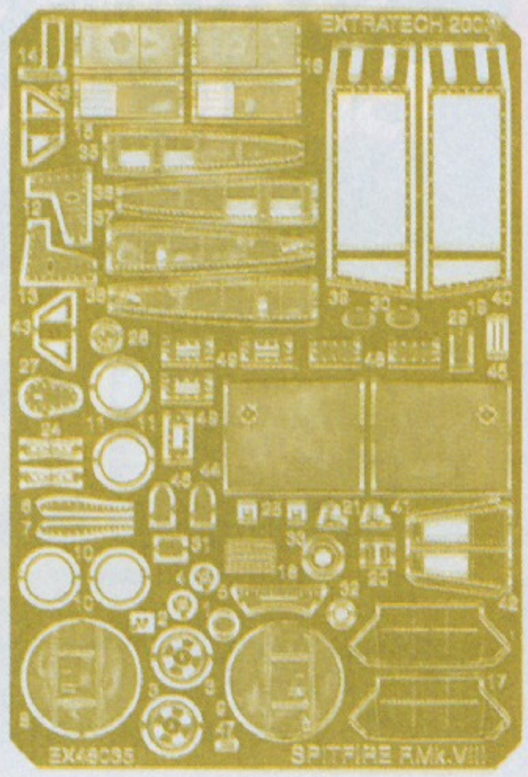


EX 48034 .S. Spitfire Mk VIII [Interior] (ICM) - ExtraTech

Conclusion

An excellent selection of detail sets from ExtraTech. Each is beautifully created and the instructions are precise and informative, leaving you in little doubt as to what goes where.

Our thanks to ExtraTech for the review samples. UK modellers can obtain this range from Aeroclub.



EX 48035 V.S. Spitfire Mk VIII [Exterior] (ICM) - ExtraTech

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.

Black Box

The most recent resin cockpit sets from this manufacturer have been passed directly to us for review.

1/48th Scale

Subject: Lockheed T-33
Scale: 1/48th
Product No.: 48064
Type: Cockpit Detail Set
Designed for: Hobbycraft kits
Price: £TBA
Includes: Complete new resin cockpit 'tub', ejection seats with moulded seat belts, canopy frame, instrument panels, control columns and rudder pedals.

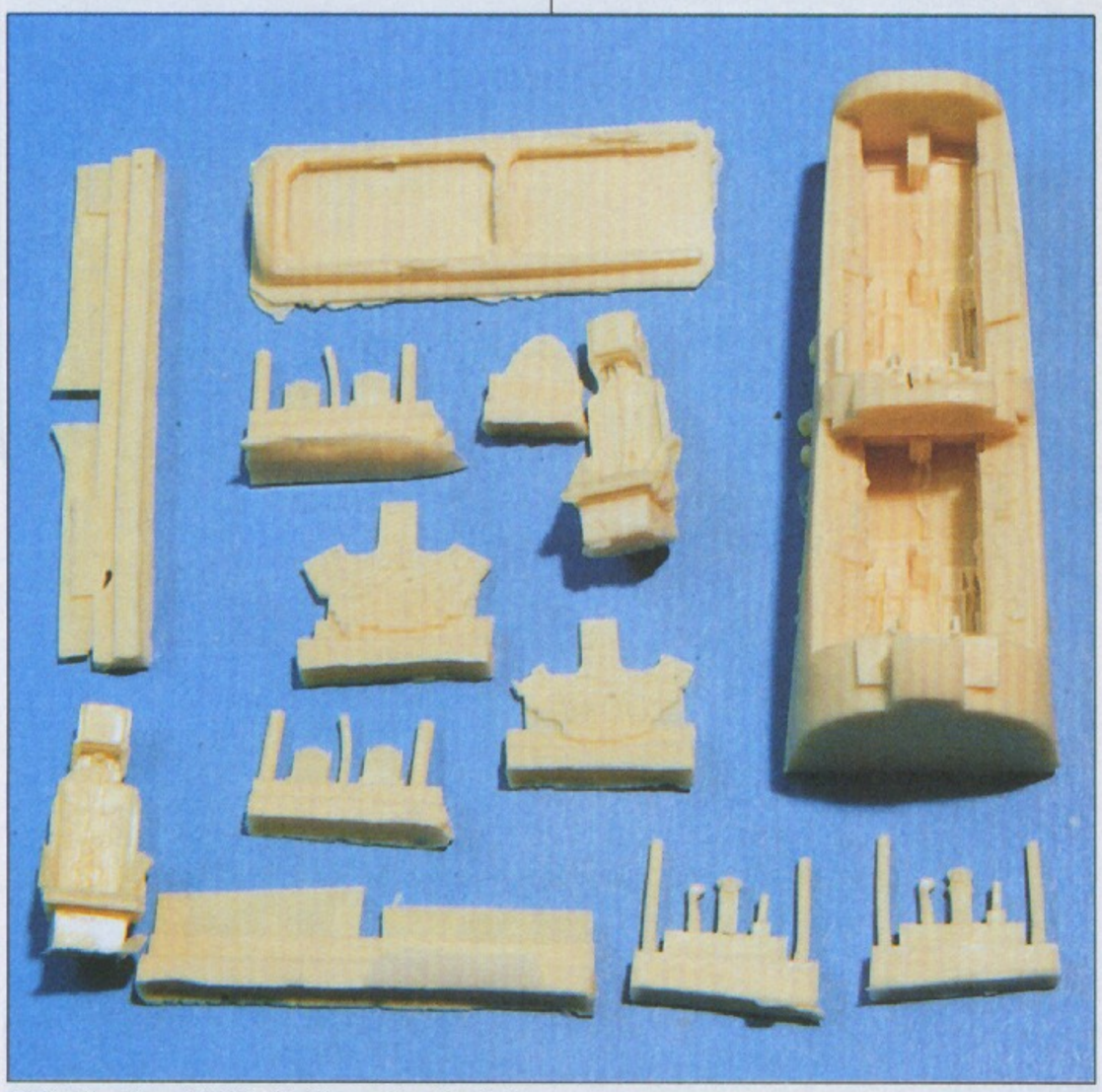
Subject: Lockheed S-3B Viking
Scale: 1/48th
Product No.: 48065
Type: Cockpit Detail Set
Designed for: Esci/Italeri kits
Price: £TBA
Includes: Complete new resin cockpit 'tub', ejection seats with moulded seat belts, ejection seat rails, upper control console, instrument panel, control columns and rudder pedals.

Subject: McDD F/A-18F Super Hornet
Scale: 1/48th
Product No.: 48065
Type: Cockpit Detail Set
Designed for: Italeri kit
Price: £TBA
Includes: Complete new resin cockpit 'tub', ejection seats with moulded seat belts, canopy frame and bulkhead, instrument panels, control columns, rudder pedals, sidewall detail, central and forward coaming and HUD frame.

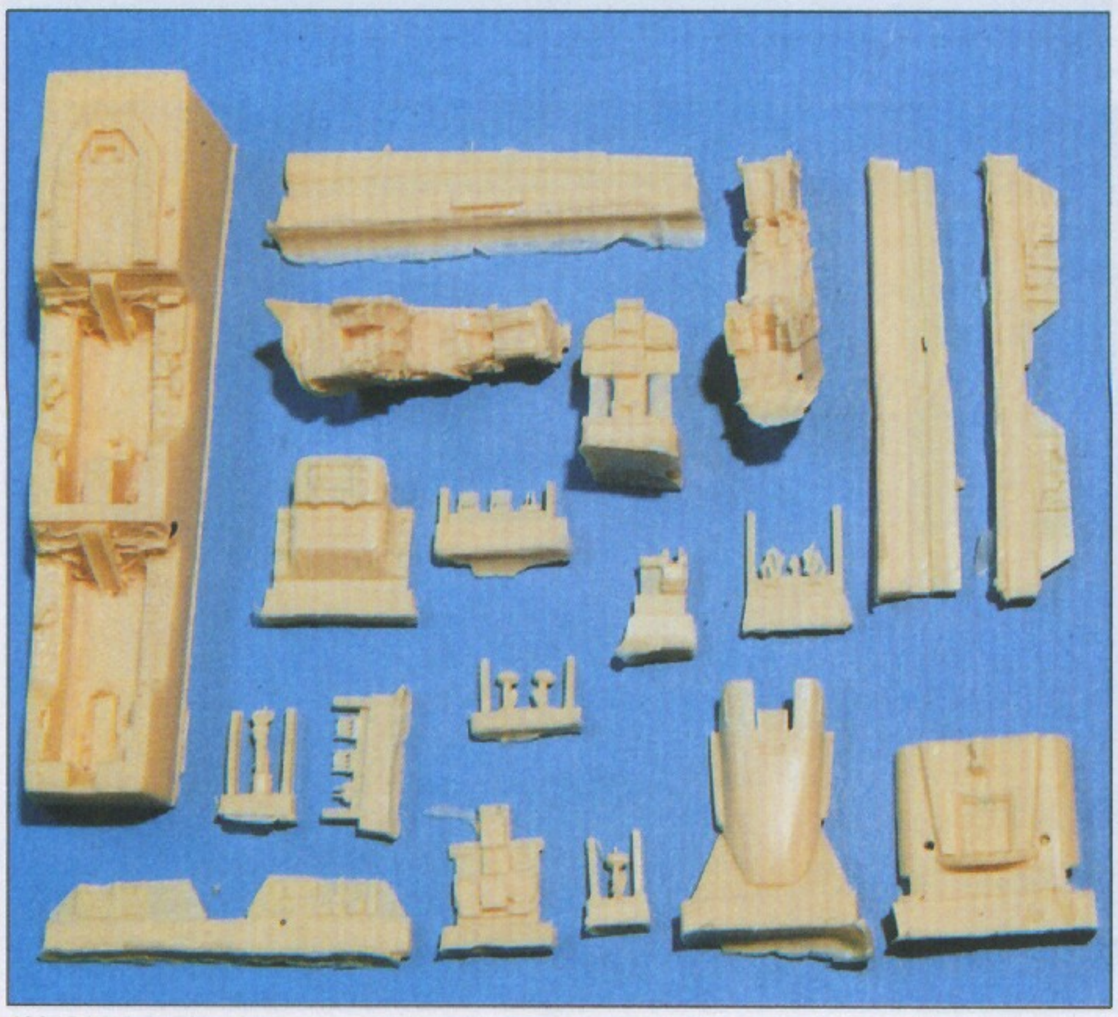
Conclusion

As always these new sets from Black Box are beautifully cast and a massive improvement on what is in the kit! They are well packaged with concise yet comprehensive instructions and can therefore be highly recommended to all. Hannants import this range into the UK, so contact them for price and availability. All non-UK enquiries should go directly to the manufacturer.

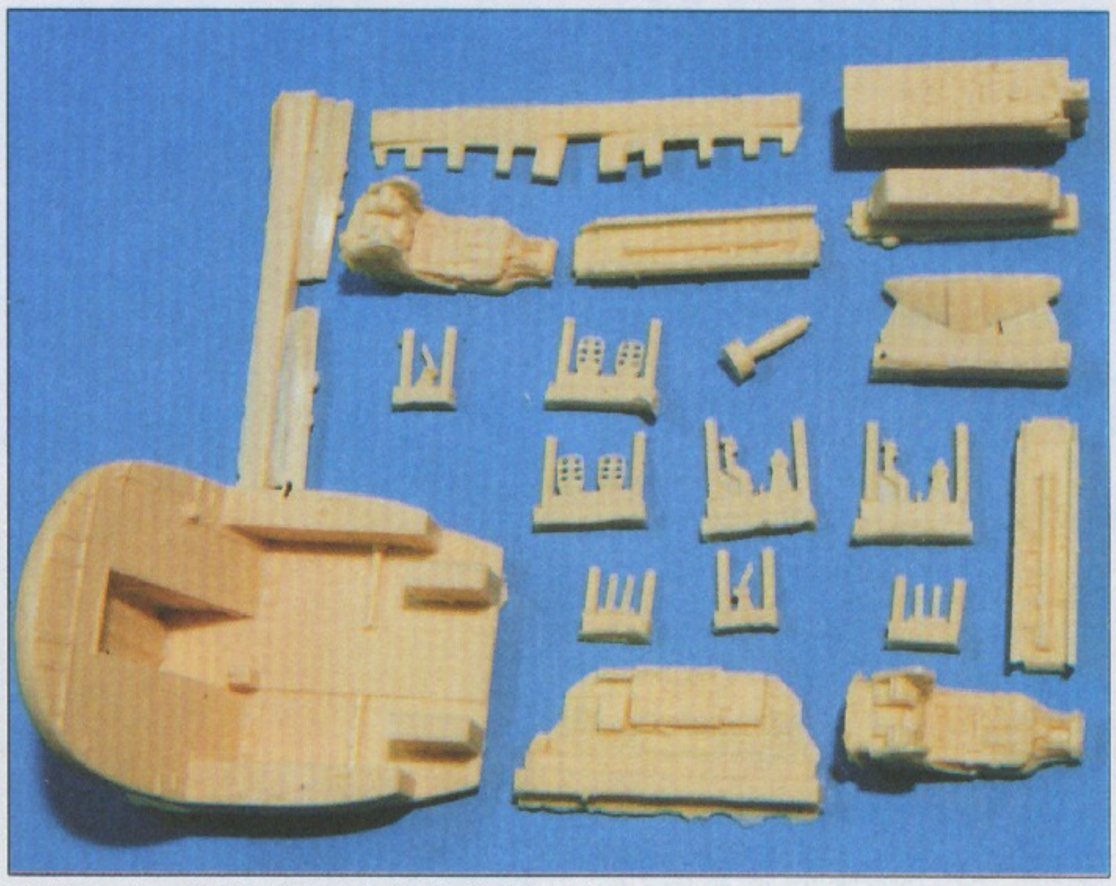
Our thanks to Black Box (V.M.D. Studios Inc) for the review samples.



48064 Lockheed T-33 (Hobbycraft) - Black Box



48065 McDD F/A-18F Super Hornet (Italeri) - Black Box



48065 Lockheed S-3B Viking (Esci/Italeri) - Black Box

Falcon

A new set of replacement vac-formed canopies has recently been released by Falcon and a set has been sent directly to us for review.

1/48th Scale

Subject: US Navy Part 4
Scale: 1/48th
Product No.: Set No. 53
Type: Replacement Canopies
Designed for: See below
Price: £TBA
Includes: This set offers replacement canopies for the following subject/kits.

- Chance-Vought F-8E Crusader (Monogram)
- Douglas A-4B/E Skyhawk (Hobbycraft)
- Douglas A-4C/K Skyhawk (Hasegawa)
- Douglas A-4M Skyhawk (Hobbycraft)
- Grumman F-14 Tomcat (Hasegawa)
- McDD F-4 Phantom (Hasegawa)
- McDD F/A-18 Hornet (Hasegawa)
- North American T-28B Trojan (Monogram)

Conclusion

Another very useful set of replacement canopies from Falcon. As always they can be most highly recommended, as you all know their quality and they are the ONLY way to replace a kit canopy.

Our thanks to Falcon Industries for the review sample. UK modellers can obtain this range from Aeroclub, ED Models, Hannants and Mr&Me. North American modellers should contact Squadron/MMD.

Set No. 53 US Navy Part 4 - Falcon

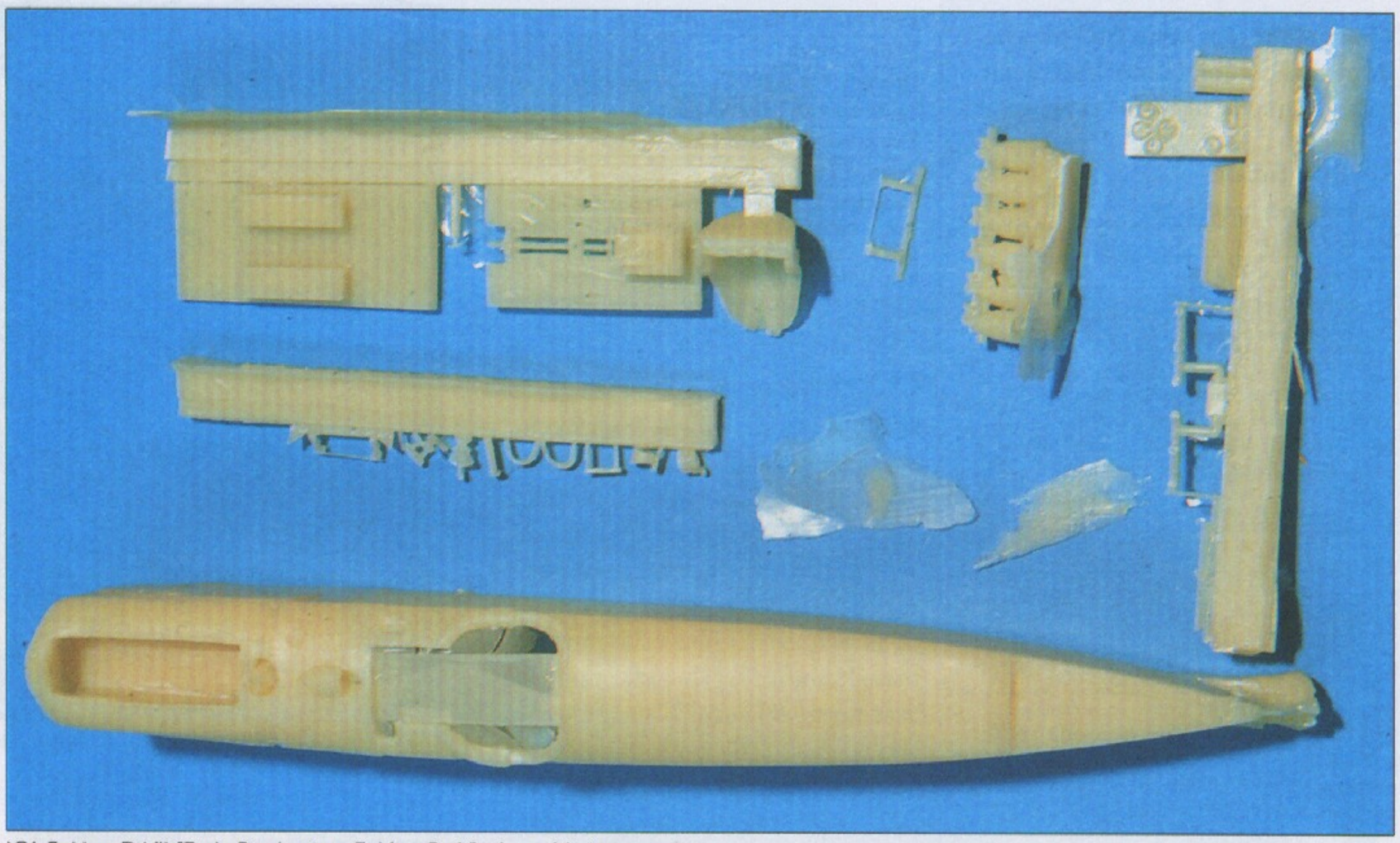
Jager Miniatures

A new batch of accessories plus two conversions have recently been produced by Jagar and they have sent samples of each directly to us for review.

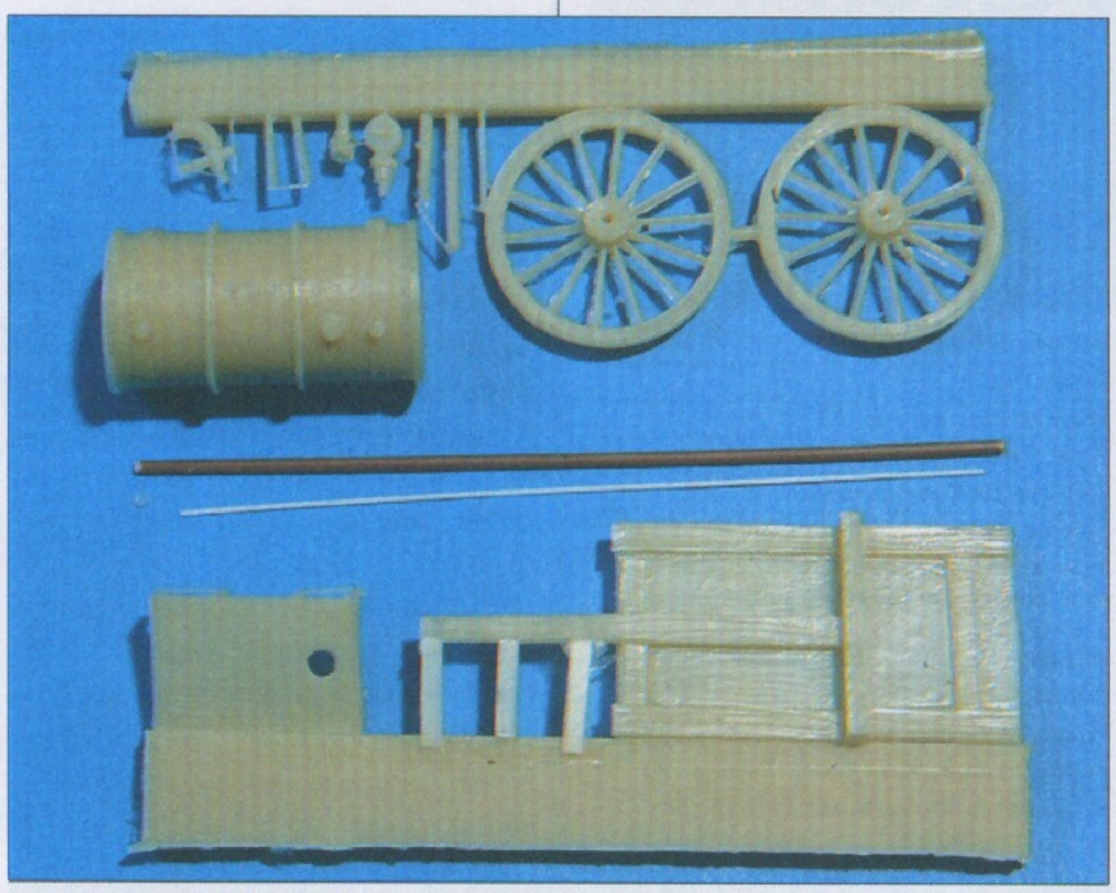
All 1/48th Scale

Subject: Fuel Cart
Product No.: JA7
Type: Accessory
Designed for: N/A
Price: £TBA
Includes: This is a resin accessory depicting the wheeled oil drum often deployed during WWI on airfields to transport oil out to the aircraft.

Subject: RFC Pilots
Product No.: JA10
Type: Figures
Designed for: N/A
Price: £TBA
Includes: These resin figures are all depicted standing and wearing a variety of flying clothing. Each is cast in a number of parts to ease painting and to offer some degree of modification of pose etc.



JC1 Fokker D.VII [Early Production, Fokker Built] - Jager Miniatures



JA7 Fuel Cart - Jager Miniatures

JA10 RFC Pilots - Jager Miniatures

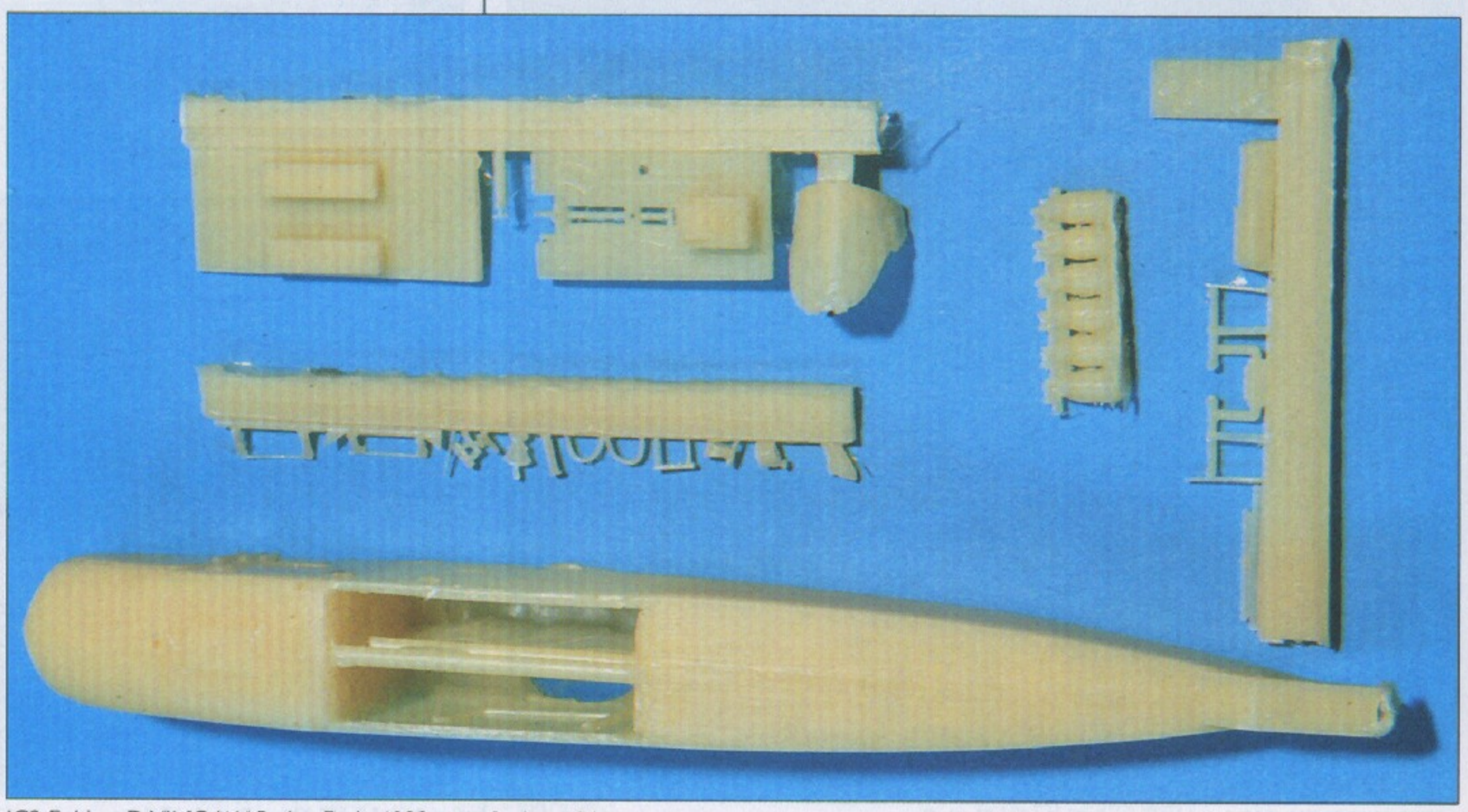
Subject: Fokker D.VII (Early Production, Fokker Built)
Product No.: JC1
Type: Conversion
Price: £TBA
Includes: This resin conversion can be used on the existing Jager D.VII kits, or alternatively I can't see any reason why it could not be used with a little modification with the Dragon (or Aurora/Revell) kits? What you get is a brand new one-piece fuselage, a separate cockpit interior, engine upper section and various ancillary parts.

Subject: Fokker D.VII (OAW Built - Early 4000 series)
Product No.: JC2
Type: Conversion
Price: £TBA
Includes: Once again this resin conversion can be used on the existing Jager D.VII kits, or alternatively the Dragon (or Aurora/Revell) examples. What you get is a brand new one-piece fuselage, a separate cockpit interior, engine upper section and various ancillary parts.

Our thanks to Jager Miniatures for the review samples. Jager products are only available directly from them, so if you have any questions or wish to place an order contact them directly.

Conclusion

Jager make excellent kits and accessories, so it is nice to see some conversions also arriving on the scene. The two here can be most highly recommended and the conversions are a 'must' for all D.VII fans.



JC2 Fokker D.VII [OAW Built - Early 4000 series] - Jager Miniatures

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See the website - http://www.ModelDesignConstruction.com

Aires

Another large batch of accessories and detail sets have recently been released by Aires and samples of them all have been sent directly to us for review.

1/48th Scale

Subject: Martin-Baker GRU-7A Ejection Seats
Scale: 1/48th
Product No.: 4143
Type: Accessory
Designed for: See text
Price: £TBA
Includes: The set offers two highly detailed resin seats with all the seat belts and the firing handles offered in etched brass. Once built they are suitable for any Grumman F-14 Tomcat kit in this scale.

Subject: ACES II Ejection Seats
Scale: 1/48th
Product No.: 4144
Type: Accessory
Designed for: See text
Price: £TBA
Includes: The set offers two highly detailed resin seats with all the seat belts and the firing handles offered in etched brass. Once built they are suitable for any F-15A, C, E, A-10A, F-117A or F-22 kit in this scale.

Subject: Messerschmitt Me 262A Engine Set
Scale: 1/48th
Product No.: 4145
Type: Detail Set
Designed for: Tamiya kit
Price: £TBA
Includes: As the title states, this set offers two complete and highly detailed engines suitable for installation in the Tamiya Me 262A kits. Most of each engine is made of resin, but some of the smaller parts are offered as etched brass.

Subject: Grumman F-14B Tomcat Cockpit Set
Scale: 1/48th
Product No.: 4149

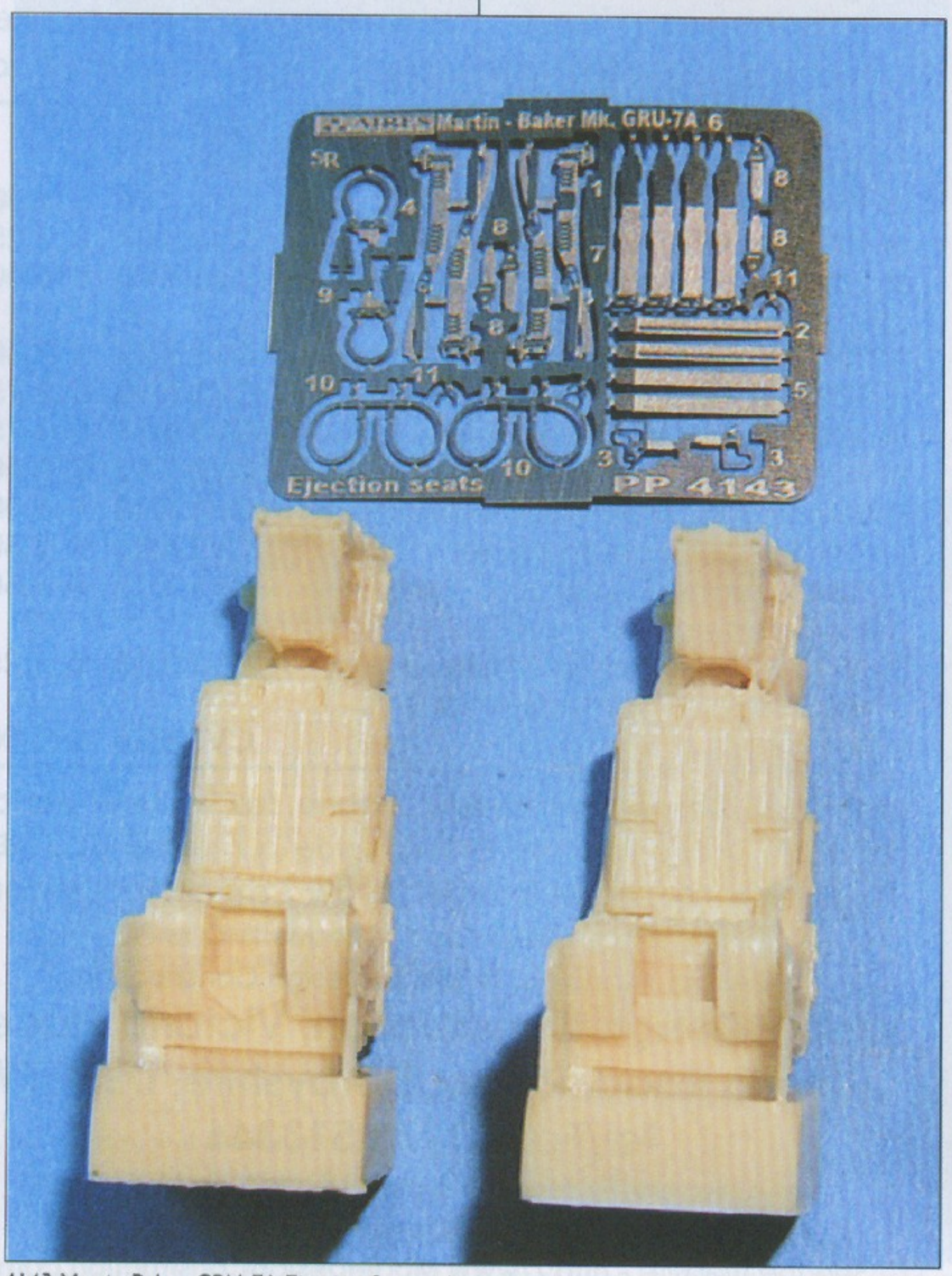
4145 Messerschmitt Me 262A Engine Set - Aires

Type: Detail Set
Designed for: Hasegawa kit
Price: £TBA
Includes: This set offers a complete new cockpit 'tub', ejection seats with etched belts etc, instrument panels with acetate backing film, sidewall details, rudder pedals and instrument panel coamings. Again all of the main parts are in resin with the finer items being produced in etched brass.

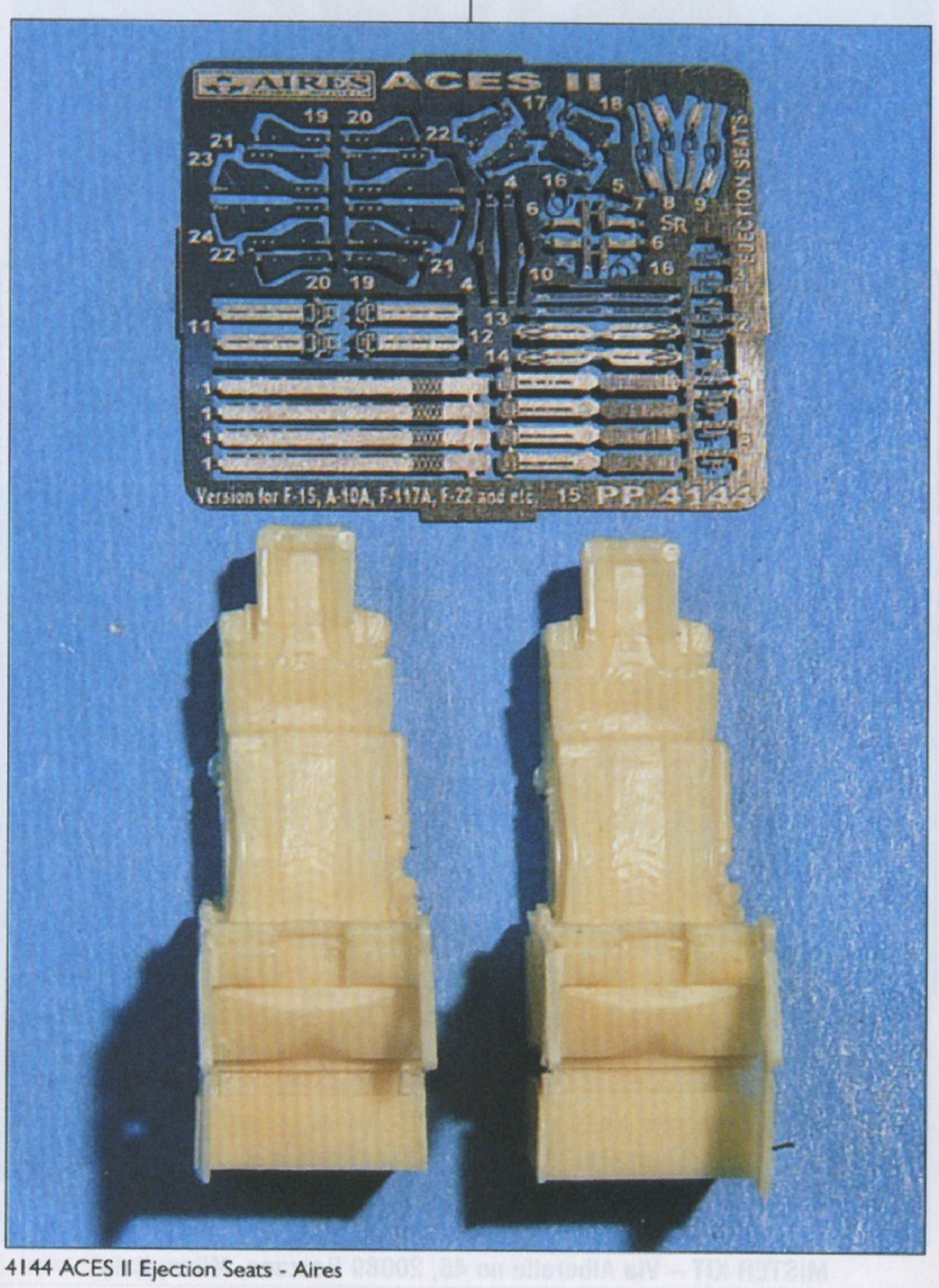
Subject: Messerschmitt Me 262A Cockpit Set
Scale: 1/48th
Product No.: 4150
Type: Detail Set
Designed for: Tamiya kit
Price: £TBA
Includes: This set offers a complete new cockpit 'tub', seat with etched belts etc, instrument panel, rear decking, control column, rudder pedals and forward bulkhead. Most of the parts are in resin but the belts and various small levers etc are offered in etched brass.

Subject: Arado Ar 234B-1 Cockpit Set
Scale: 1/48th
Product No.: 4151
Type: Detail Set
Designed for: Hasegawa kit
Price: £TBA
Includes: This set offers a complete new cockpit 'tub', seat with etched belts etc, instrument panel with acetate film backing, battery box, rudder pedals and supports, sidewalls, Lofte bombsight and control yoke. Most of these parts are in resin but the belts, instrument panels and various small levers etc are produced in etched brass.

Subject: Messerschmitt Bf 109G Wheels
Scale: 1/48th
Product No.: 4156
Type: Detail Set
Designed for: See text
Price: £TBA
Includes: This set offers resin replacement main wheels of the pressed-steel hub



4143 Martin-Baker GRU-7A Ejection Seats - Aires



4144 ACES II Ejection Seats - Aires

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.

variety for any suitable Bf 109 variant. The set also includes die-cut self-adhesive paint masks.

Subject: Junkers JUMO 004B-1 Exhaust Nozzles
Scale: 1/48th
Product No.: 4158
Type: Detail Set
Designed for: See text
Price: £TBA
Includes: This set comprises the exhaust cones and the associated 'onions' which are suitable for any Me 262 or Ar 234B kit in this scale.

1/32nd Scale

Subject: ACES II Ejection Seat [Type B]
Scale: 1/32nd
Product No.: 2004
Type: Accessory
Designed for: See text
Price: £TBA
Includes: The set offers a highly detailed resin seat with all the seat belts and the firing handles in etched brass. Once built it is suitable for any F-15A, C, E, A-10A, F-117A or F-22 kit in this scale.

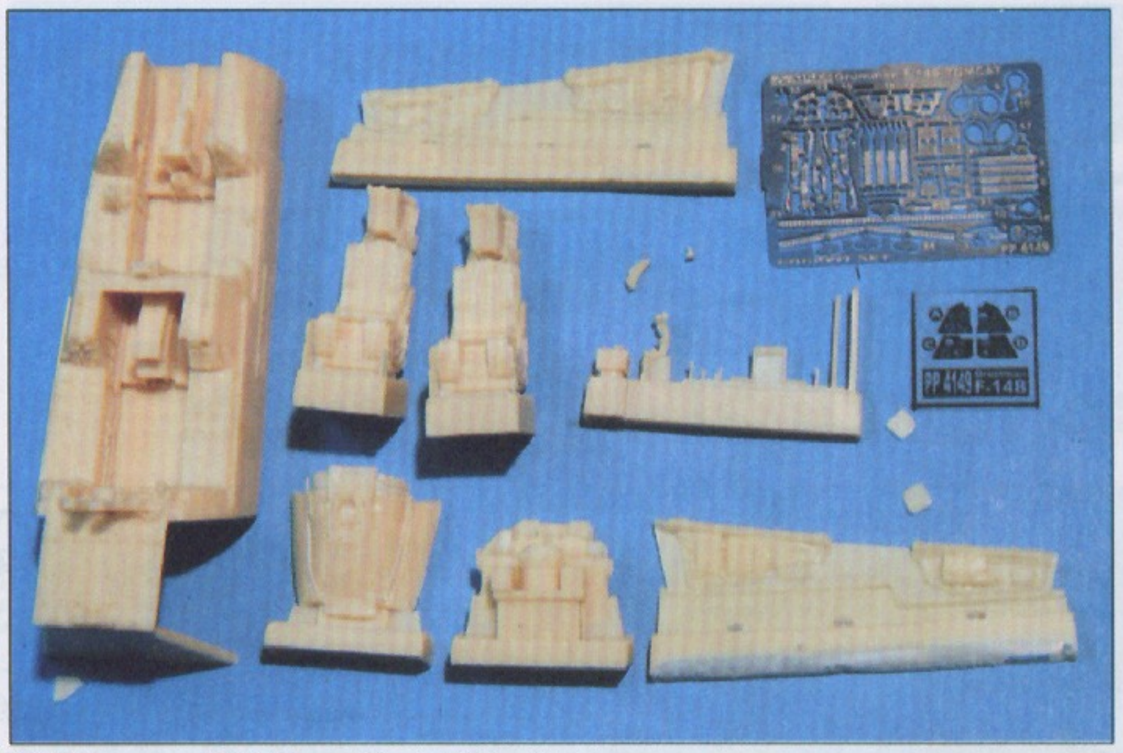
Conclusion

As always, this latest selection from Aires is stunning. The level of detail and quality of casting alone make them well worth having, but when you couple that with their reasonable retail price they become real 'must haves'. If you have any of the subject kits to build, you should really consider the Aires set for it.

Our thanks to Aires for the review samples. Hannants import this range into the UK so please contact them for price and availability.

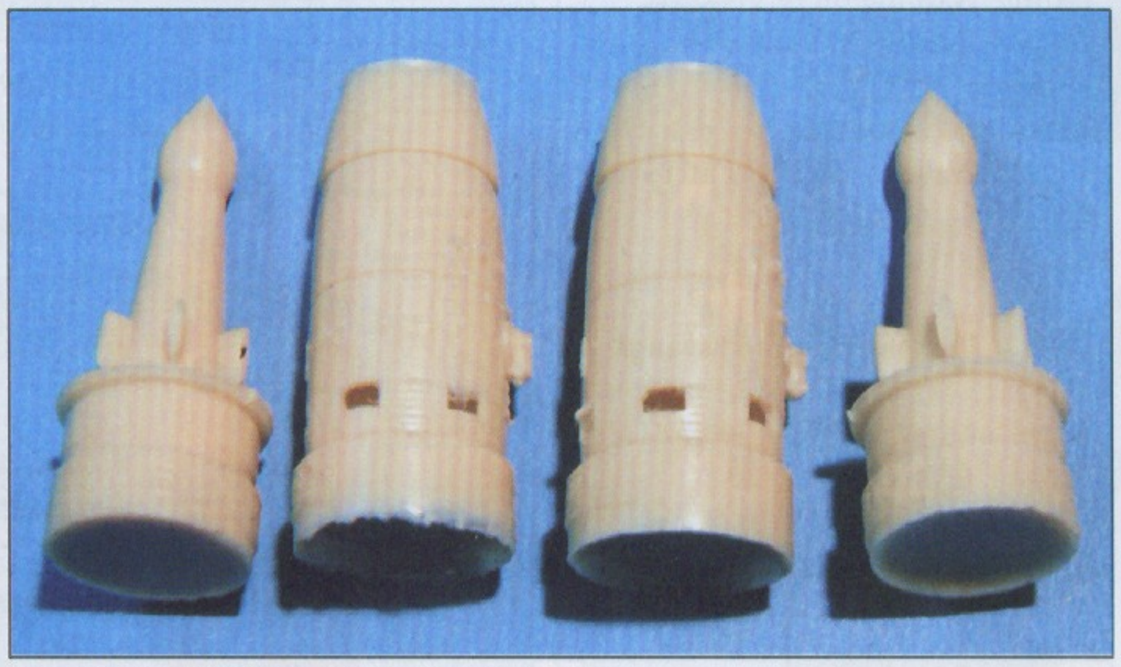
4150 Messerschmitt Me 262A Cockpit Set - Aires

4156 Messerschmitt Bf 109G Wheels - Aires

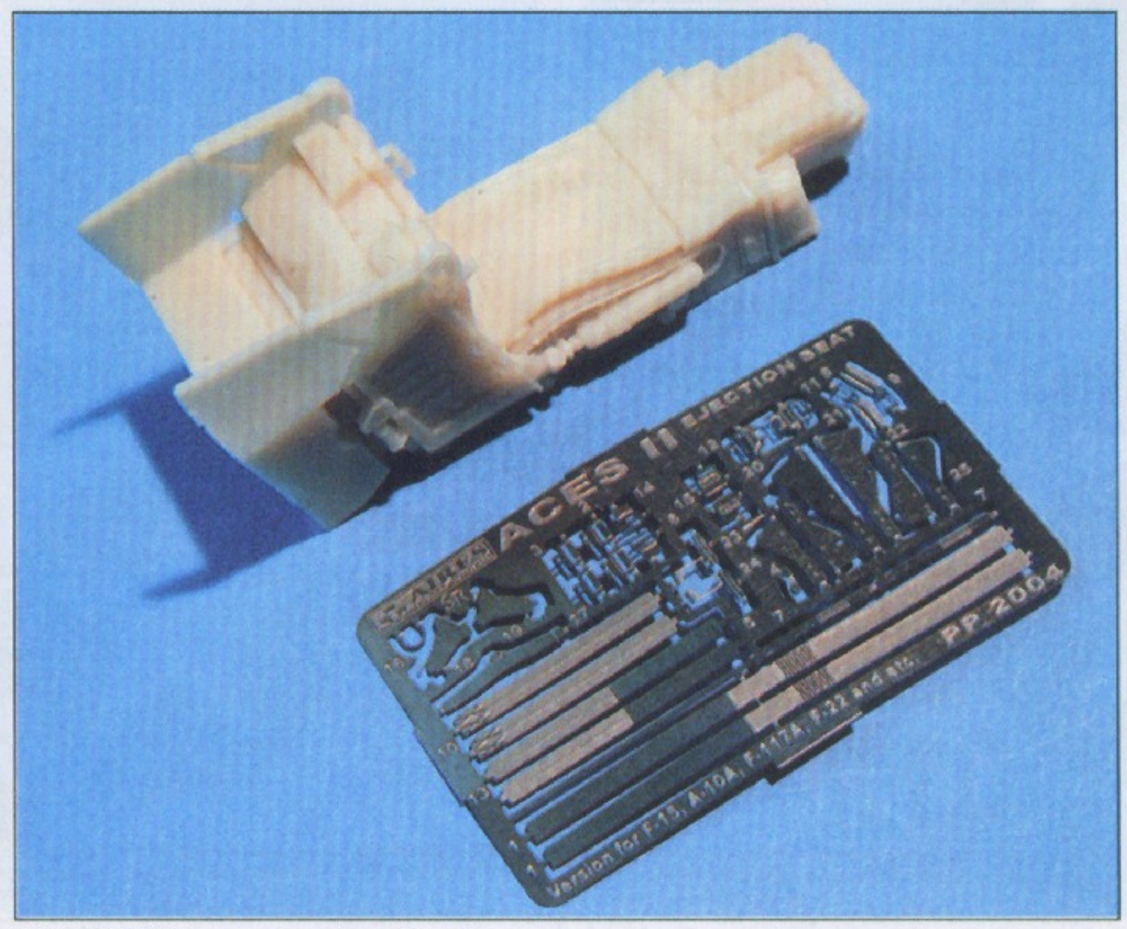


4149 Grumman F-14B Tomcat Cockpit Set - Aires

4151 Arado Ar 234B-1 Cockpit Set - Aires



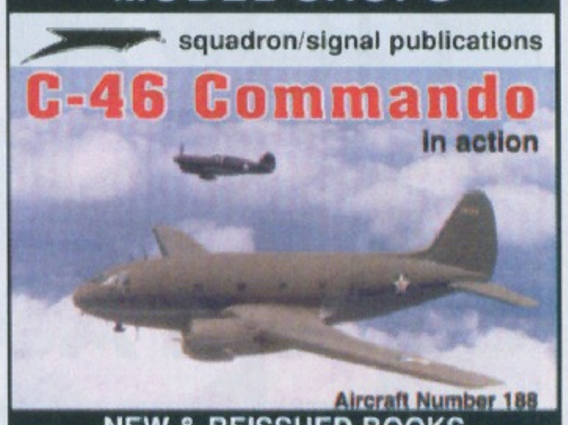
4158 Junkers JUMO 004B-1 Exhaust Nozzles - Aires



2004 ACES II Ejection Seat [Type B] - Aires

AVAILABLE IN GOOD MODEL SHOPS

squadron/signal publications



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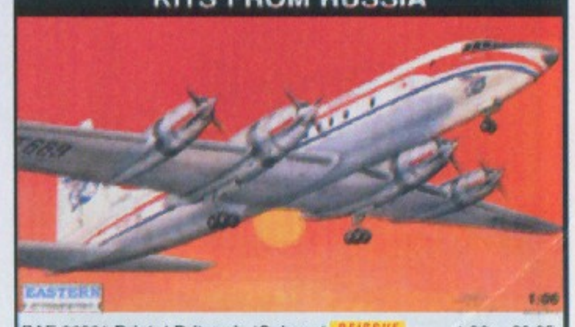

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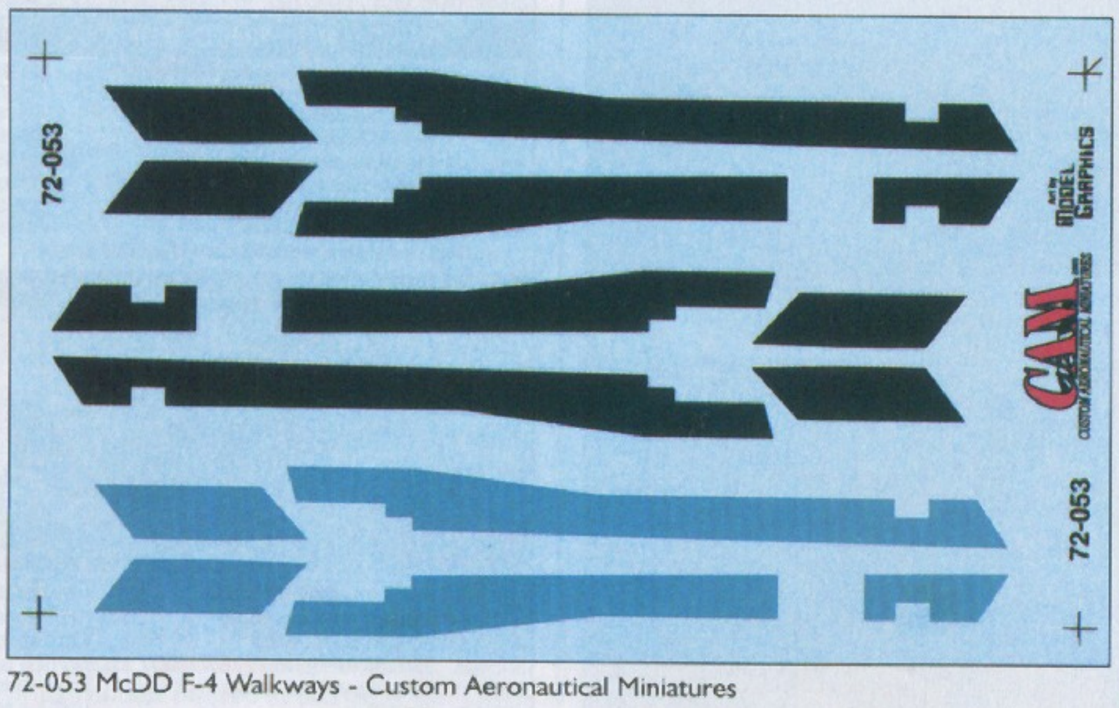
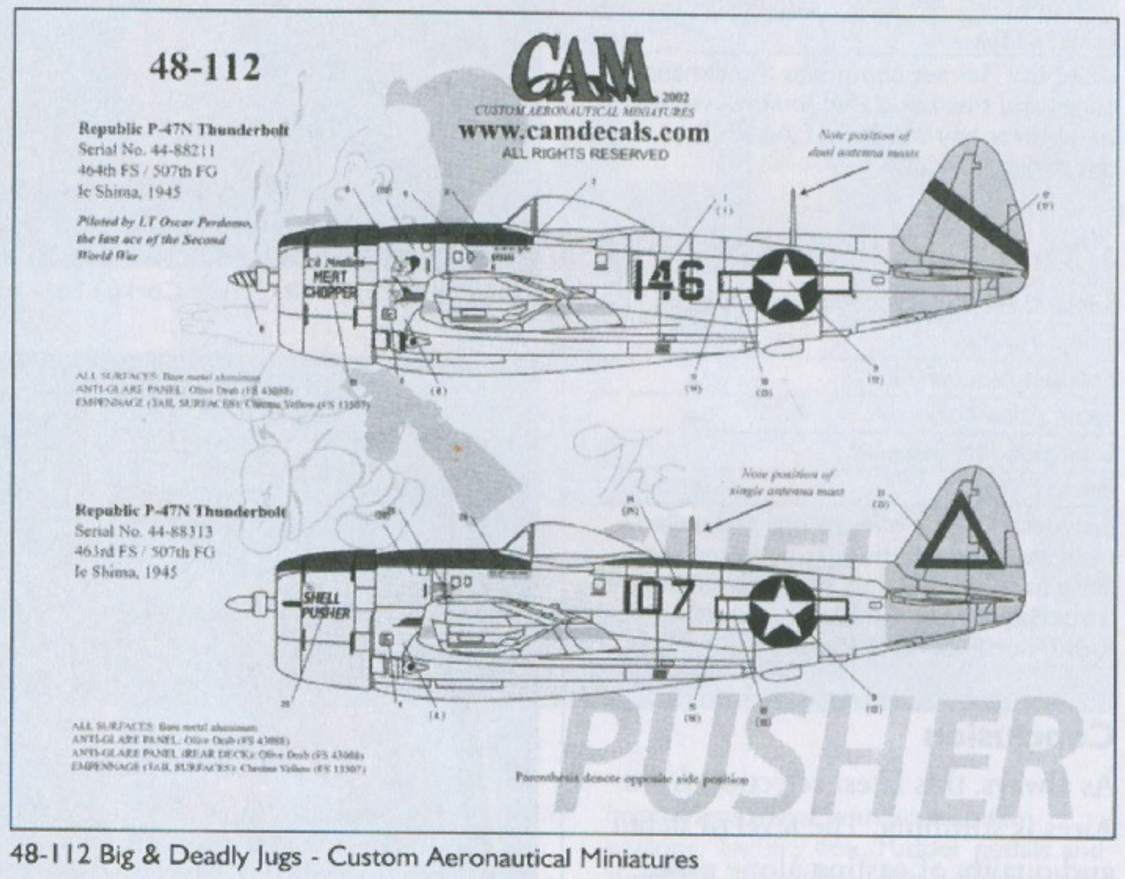
decals

Note: All items for this column are to be sent to:
Group Editor (Richard A.Franks), P.O. Box 426, Bedford. MK43 0WF

Custom Aeronautical Miniatures



72-053 McDD F-4 Walkways - Custom Aeronautical Miniatures



48-112 Big & Deadly Jugs - Custom Aeronautical Miniatures

The latest batch of releases from this American manufacturer has been passed to us for review by their worldwide distributor, Brookhurst Hobbies.

1/72nd Scale

72-053 - McDD F-4 Walkways

This sheet offers three sets (two black and one grey) of walkways suitable for USN and USMC Phantoms.
Price: $6.00

1/48th Scale

48-111 - Battlin' Wildcats

- 1. F4F-4, VMF-223, Guadalcanal, 1942. Flown by Capt. Marian E. Carl.
- 2. F4F-4 of an unidentified training squadron in the USA during mid-1943.
- 3. Wildcat V, JV435, No.890 Sqn, HMS Atheling, 1945.
- 4. F4F-4, VMF-221, 1943. Flown by Lt. James Swett.

Price: $10.00

48-112 - Big & Deadly Jugs

- 1. P-47N, S/No. 44-88211 'L'il Meaties Meat Chopper' of the 464th FS, 507th FG, Le Shima, 1945. This machine was flown by Lt. Oscar Perdomo, the last ace of WWII.
- 2. P-47N, 'The Shell Pusher', S/No. 44-88313 of the 463rd FS, 507th FG, Le Shima, 1945.

Price: $10.00

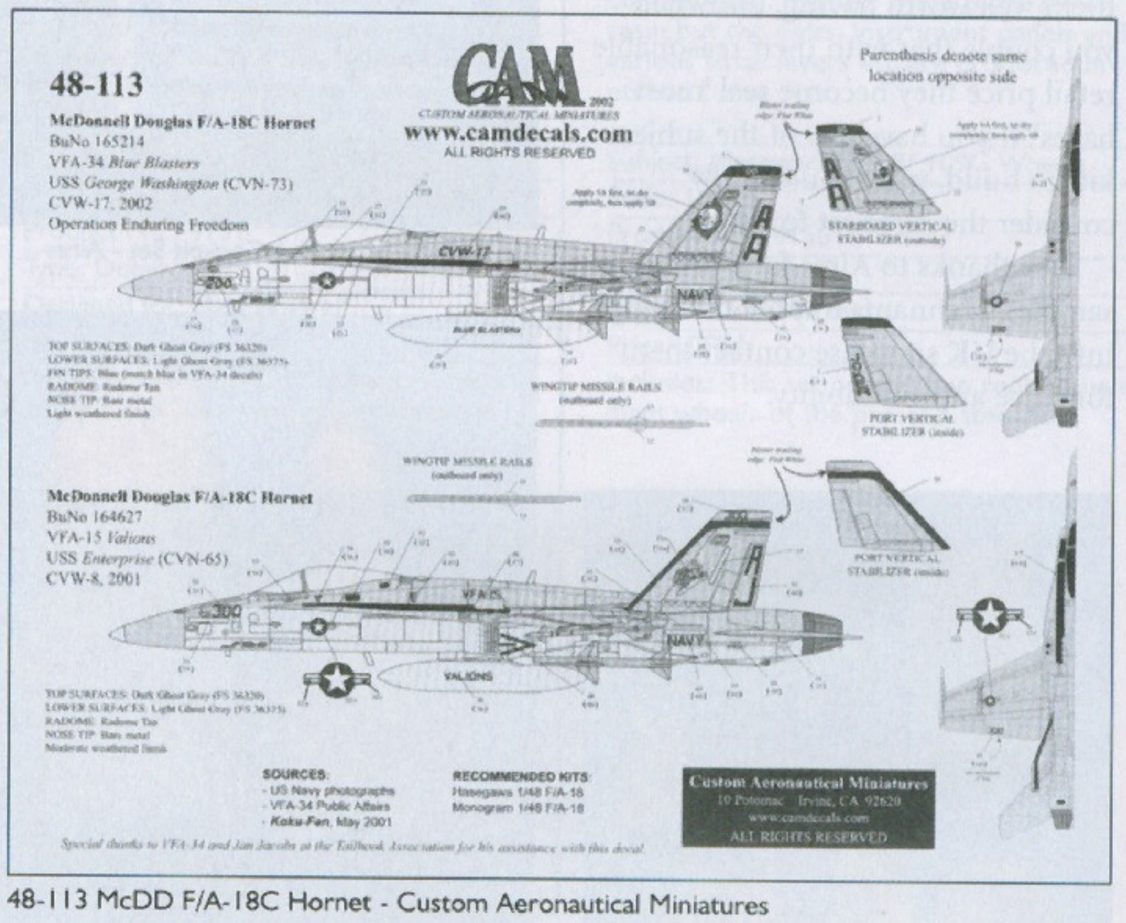
48-113 - McDD F/A-18C Hornet

- 1. McDD F/A-18C, BuNo. 165214, VFA-34 'Blue Blasters' on USS George Washington (CVN-73), CVW-7 during Operation Enduring Freedom, 2002.
- 2. McDD F/A-18C, BuNo. 164627, VFA-15 'Valions' on USS Enterprise (CVN-65), CVW-8, 2001.

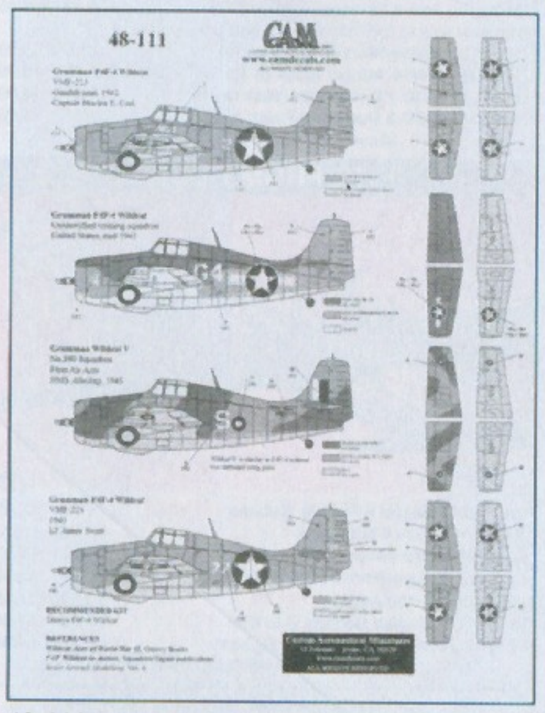
Price: $12.00

48-115 - Thoroughbred Mustangs

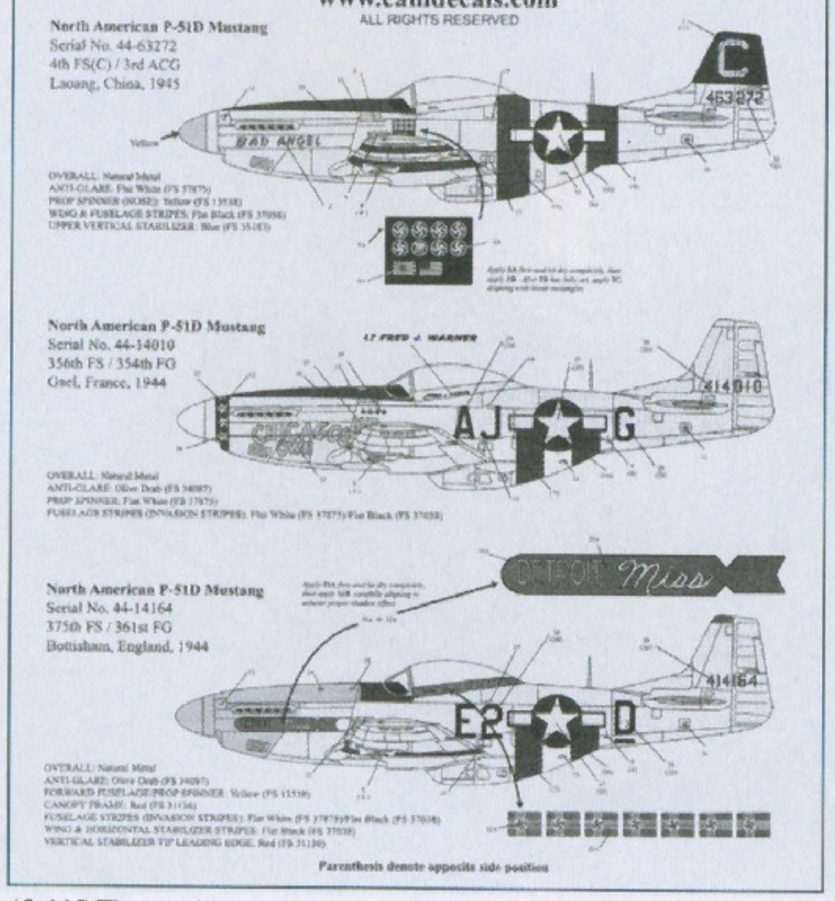
- 1. P-51D, S/No. 44-63272, 'Bad Angel' of the 4th FS(C), 3rd ACG, Laoang, China, 1945.
- 2. P-51D, S/No. 44-14010, 'Chicago's Own' of the 356th FS, 354th FG, Gael, France, 1944.



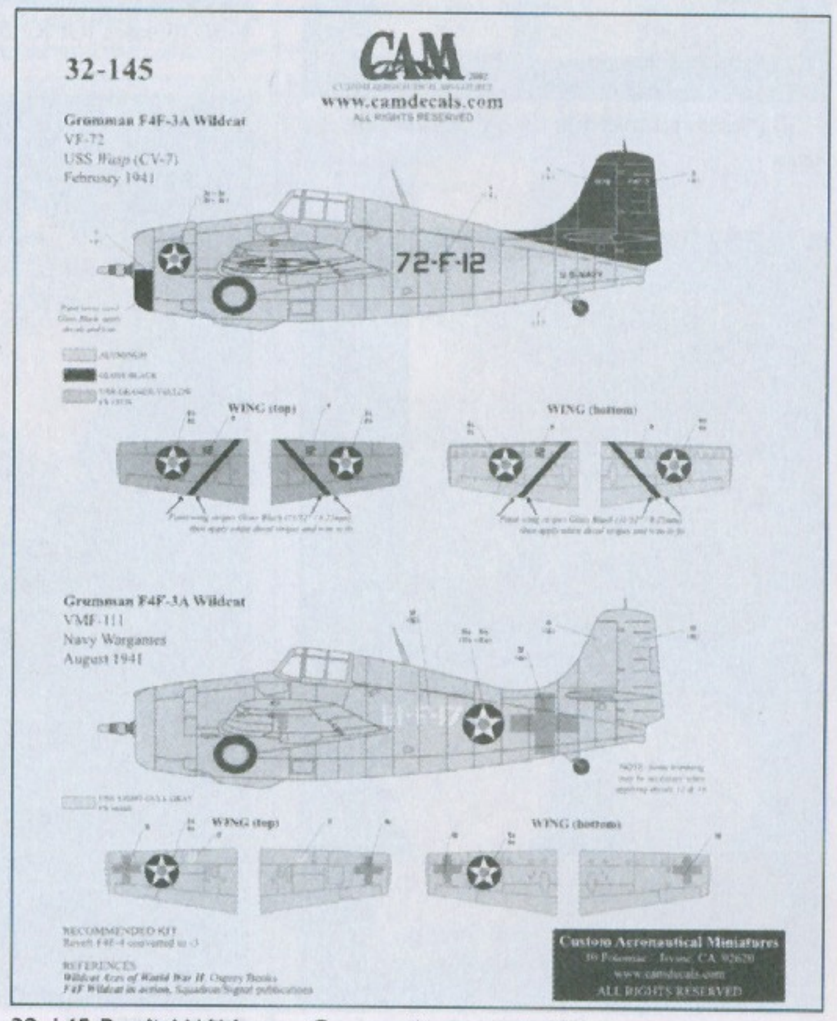
48-113 McDD F/A-18C Hornet - Custom Aeronautical Miniatures



48-111 Battlin' Wildcats - Custom Aeronautical Miniatures



48-115 Thoroughbred Mustangs - Custom Aeronautical Miniatures



32-145 Battlin' Wildcats - Custom Aeronautical Miniatures

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.

- 3. P-51D, 'Detroit Miss', S/No. 44-14164 of the 375th FS, 361st FG based at Bottisham in 1944.

Price: $10.00

1/32nd Scale

32-145 - Battlin' Wildcats

- 1. F4F-3A, VF-72 on USS Wasp (CV-7) during February 1941.
- 2. F4F-3A, VF-111 during Navy wargames in August 1941.

Price: $12.00

32-153 - Thoroughbred Mustangs

- 1. P-51D, S/No. 44-63272, 'Bad Angel' of the 4th FS(C), 3rd ACG, Laoang, China, 1945.
- 2. P-51D, S/No. 44-14010, 'Chicago's Own' of the 356th FS, 354th FG, Gael, France, 1944.

Price: $10.00

1/24th Scale

24-004 - Thoroughbred Mustangs

- 1. P-51D, S/No. 44-63272, 'Bad Angel' of the 4th FS(C), 3rd ACG, Laoang, China, 1945.

Price: $10.00

24-005 - Thoroughbred Mustangs

- 1. P-51D, 'Detroit Miss', S/No. 44-14164 of the 375th FS, 361st FG based at Bottisham in 1944.

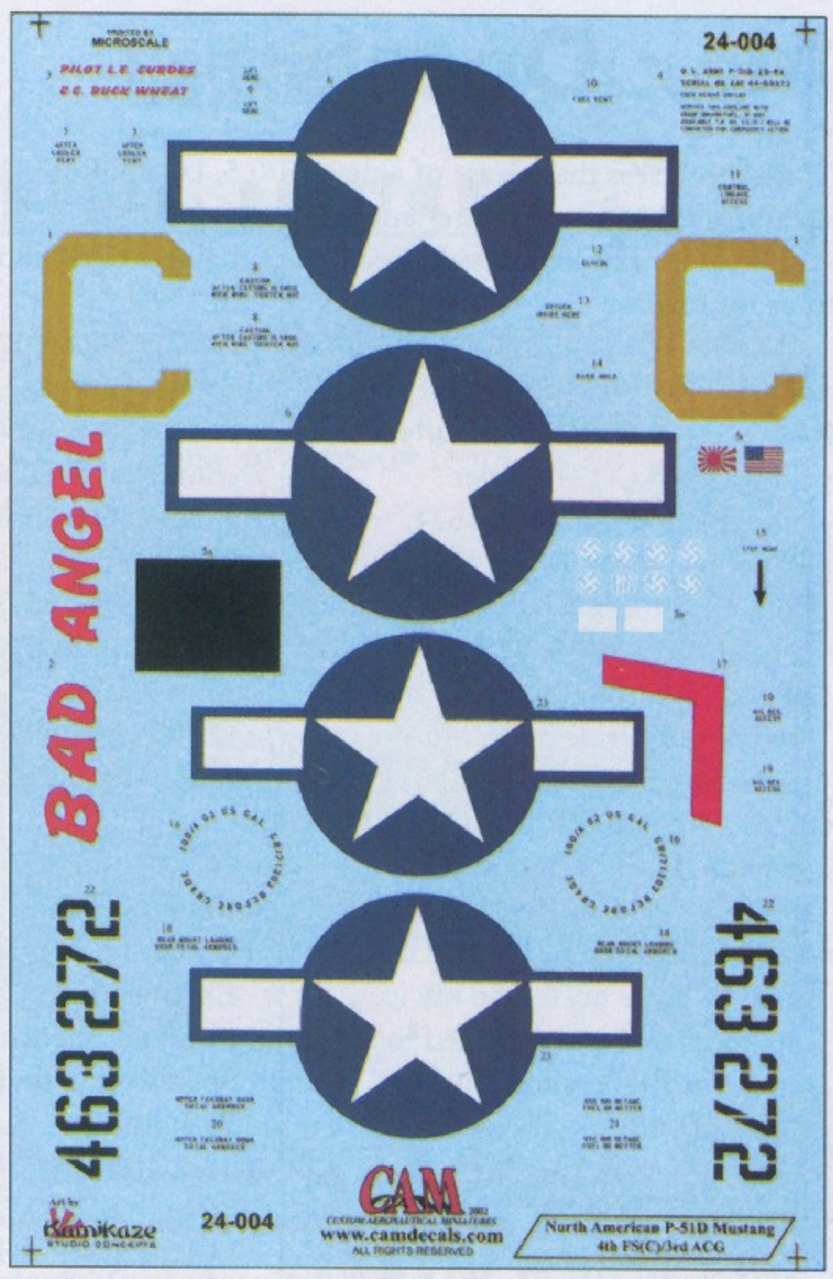
Price: $10.00

24-006 - Thoroughbred Mustangs

- 1. P-51D, S/No. 44-14010, 'Chicago's Own' of the 356th FS, 354th FG, Gael, France, 1944.

Price: $10.00

32-153 Thoroughbred Mustangs - Custom Aeronautical Miniatures

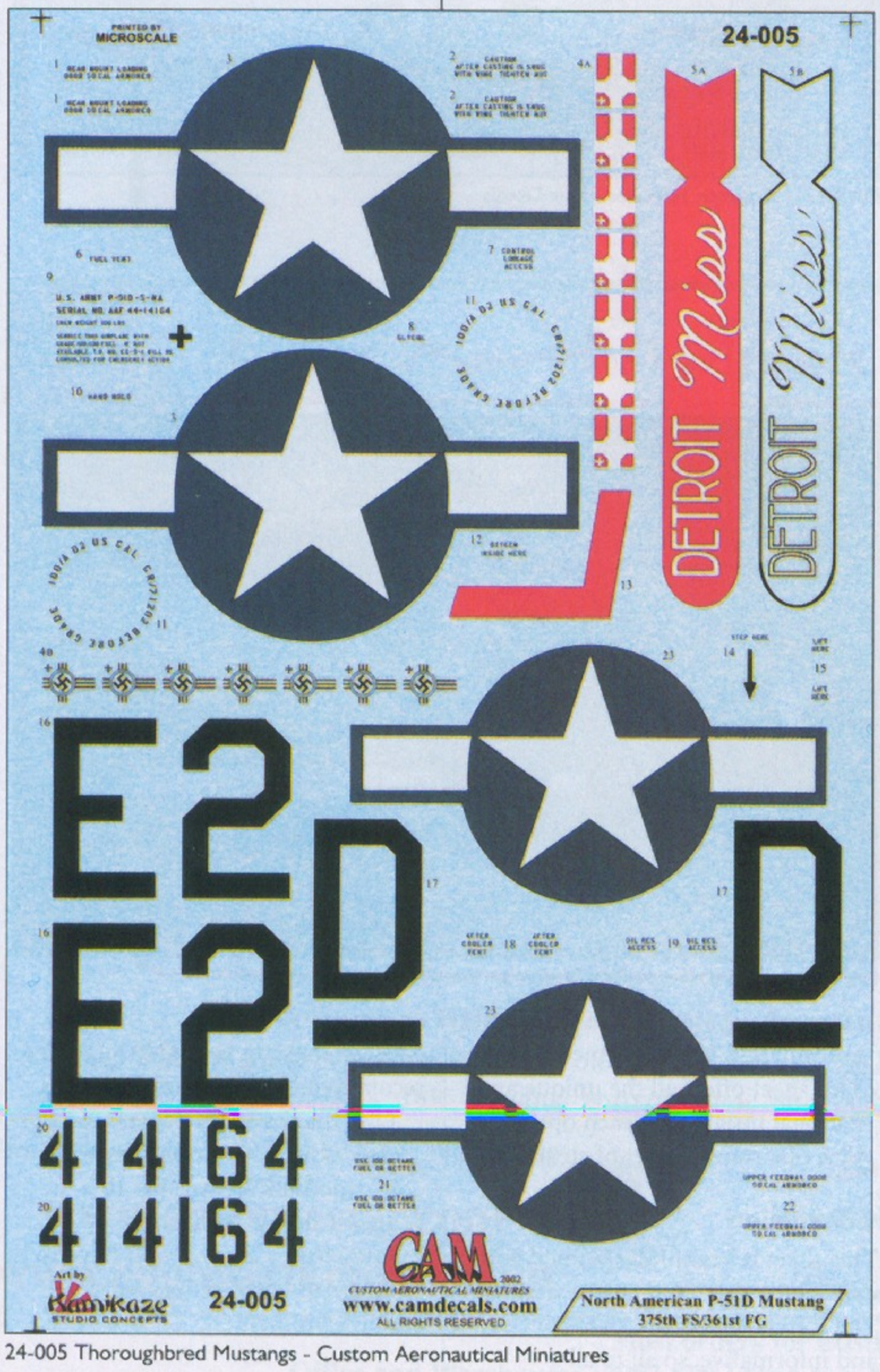


24-004 Thoroughbred Mustangs - Custom Aeronautical Miniatures

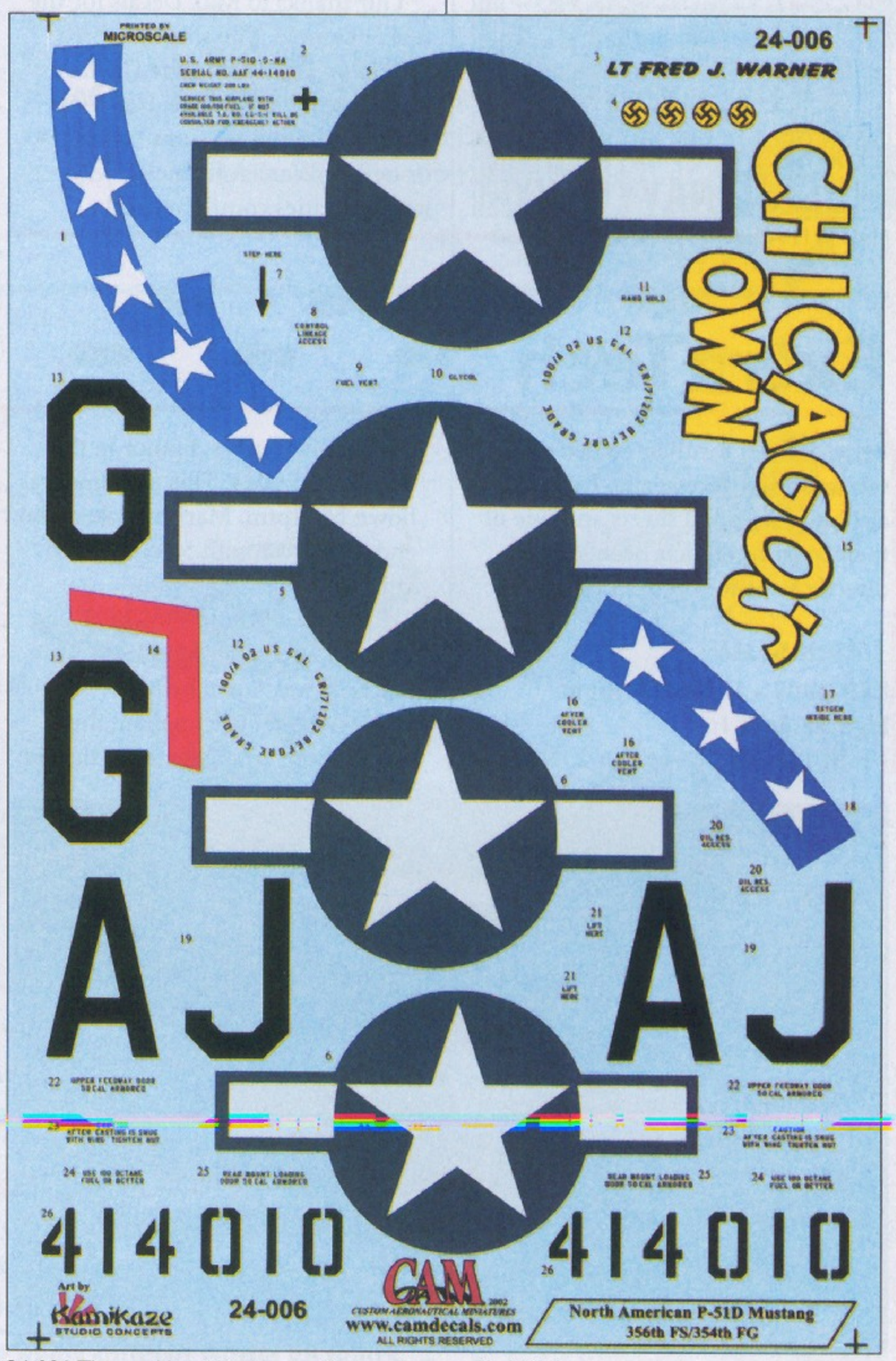
Conclusion

Another very good selection from Custom Aeronautical Miniatures. Each is well printed and comes complete with stencils and national insignia for each option offered. Highly recommended.

Our thanks to Brookhurst Hobbies for the review samples. Brookhurst Hobbies are the sole agent for CAM, so all enquiries and orders should be addressed to them.



24-005 Thoroughbred Mustangs - Custom Aeronautical Miniatures



24-006 Thoroughbred Mustangs - Custom Aeronautical Miniatures

Max Decals

This month sees the release of a new sheet from this manufacturer and a sample of it has been passed directly to us for review.

1/72nd Scale

MAX 7211 - Antarctic Hercules

- 1. Lockheed C-121J Super Constellation, BuNo. 131624, 'Phoenix 6' operated by VXE-6 from 1958 to 1971.
- 2. LC-130F, 148219, 'JD19/XD-07', named 'The King' as JD-19 and 'Betty Boop/Pride of McMurdo' in 1999 (XD-07).
- 3. LC-130F, 148320, 'JD20/XD-06', named 'The Emperor' as JD20 in 1959 and 'Pete' in 1999 (XD-06)
- 4. LC-130F, 148321, 'JD21/XD-03', spent 17 years buried on the ice cap, recovered and returned to service in 1987, called 'Phoenix' in 1999 (XD-03).
- 5. LC-130R, 159129, 'XD-05'.
- 6. LC-130R, 159130, 'XD-04', named 'Chilly/Spirit of Willie Field' in 1999.
- 7. LC-130R, 160740, 'XD-02' converted to LC-130H standard.
- 8. LC-130R, 160741, 'XD-01' converted to LC-130H standard.
- 9. LC-130H, 83-0490, 'Pride of Clifton Park'.
- 10. LC-130H, 83-0491, 'City of Albany'.
- 11. LC-130H, 83-0492, 'City of Amsterdam'.
- 12. LC-130H, 83-0493, 'Pride of Scotia'.
- 13. LC-130H, 92-1094, 'Pride of Glenville'.
- 14. LC-130H, 92-1095, 'City of Cohoes'.
- 15. LC-130H, 92-1096, 'City of Christchurch N.Z.' owned by the National Science Foundation but operated by the 109th AW, New York ANG.
- 16. LC-130H, 73-3300 ex-LC-130R S/No. 159129/XD-05.
- 17. LC-130H, 73-3301 ex-LC-130R S/No. 160740/XD-02.
- 18. LC-130H, 73-3302 ex-LC-130R S/No. 160741/XD-01.

MAX 7211 Antarctic Hercules - Max Decals

Conclusion

This is an excellent sheet from Max Decals and I am sure it will be welcomed by modellers.

Our thanks to Max Decals for the review sample. The sheet featured should be available in the UK from Aeroclub, ED Models or Hannants. Note that colour versions of the instructions are available at www.geocities.com/Maxdecal.

MAX 7211 Antarctic Hercules - Max Decals

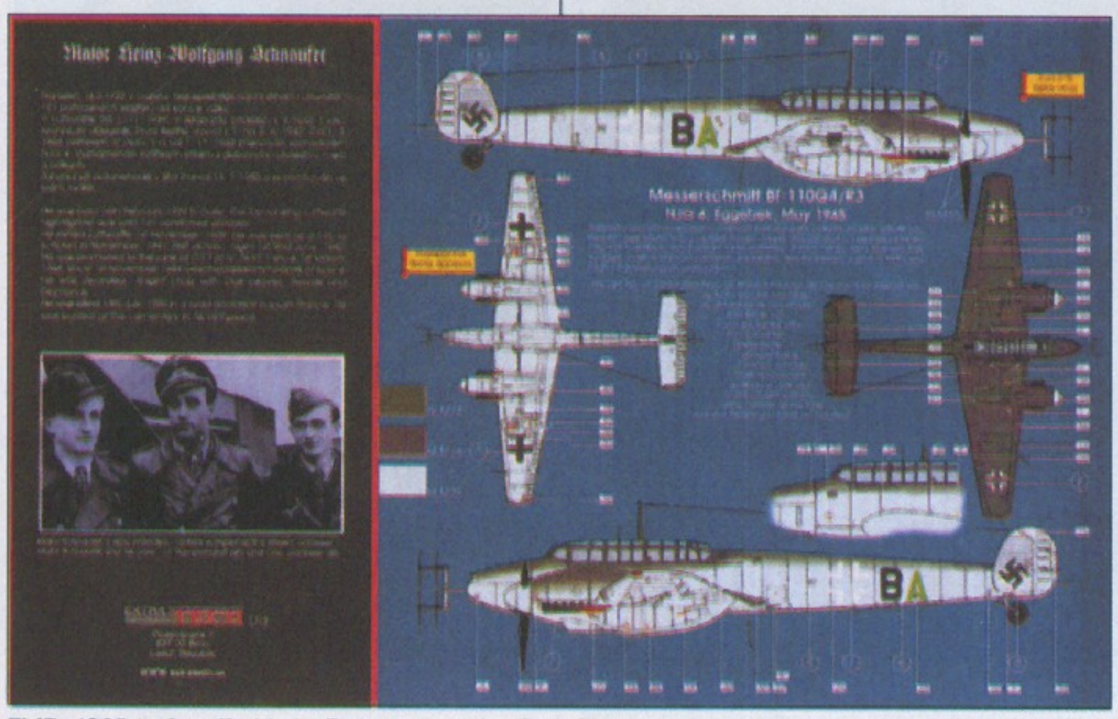
ExtraTech

Better known for their etched detail sets and resin accessories, Extratech also produce decal sheets and one of their most recent has been sent directly to us for review.

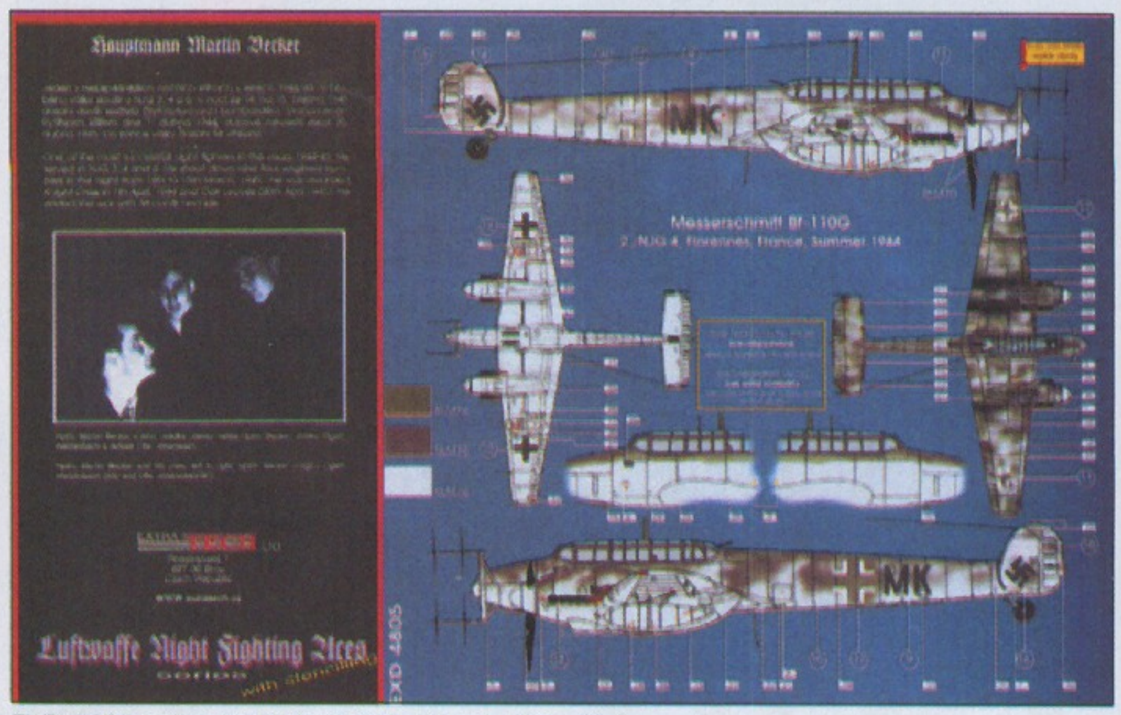
1/48th Scale

EXD 4805 - Luftwaffe Night Fighter Aces I

- 1. Bf 110G-4, 3C+MK of 2./NJG4 based at Florennes, France in the Summer of 1944. This machine was flown by Hptm. Martin Becker who ended the war with 58 confirmed kills.
- 2. Bf 110G-4/R3, 3C+BA of NJG4 based at Eggbek in May 1945. This machine was flown by Maj. Heinz-Wolfgang Schnaufer, the top-ranking Luftwaffe night fighter ace who had 121 confirmed kills. This sheet offers all the unique and national insignia for each option plus one complete set of stencils.



EXD 4805 Luftwaffe Night Fighter Aces I - ExtraTech



EXD 4805 Luftwaffe Night Fighter Aces I - ExtraTech

Conclusion

This sheet is beautifully printed with excellent register and colour density. The colour instructions are concise and informative, so all in all a package that can be highly recommended to all Luftwaffe fans.

Our thanks to ExtraTech for the review sample. We don't have a confirmed UK source for this range of decals from the manufacturer, so you will have to check with UK retailers for price and availability.

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.

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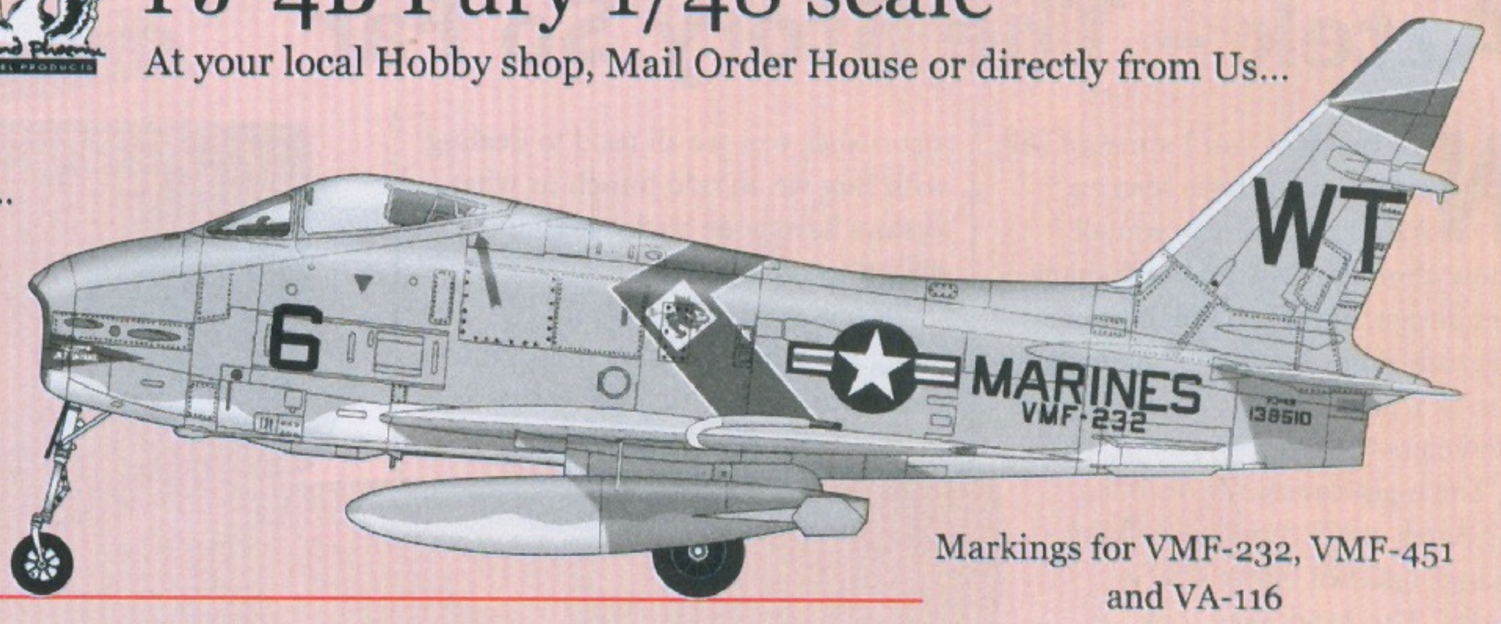

Markings for VMF-232, VMF-451 and VA-116

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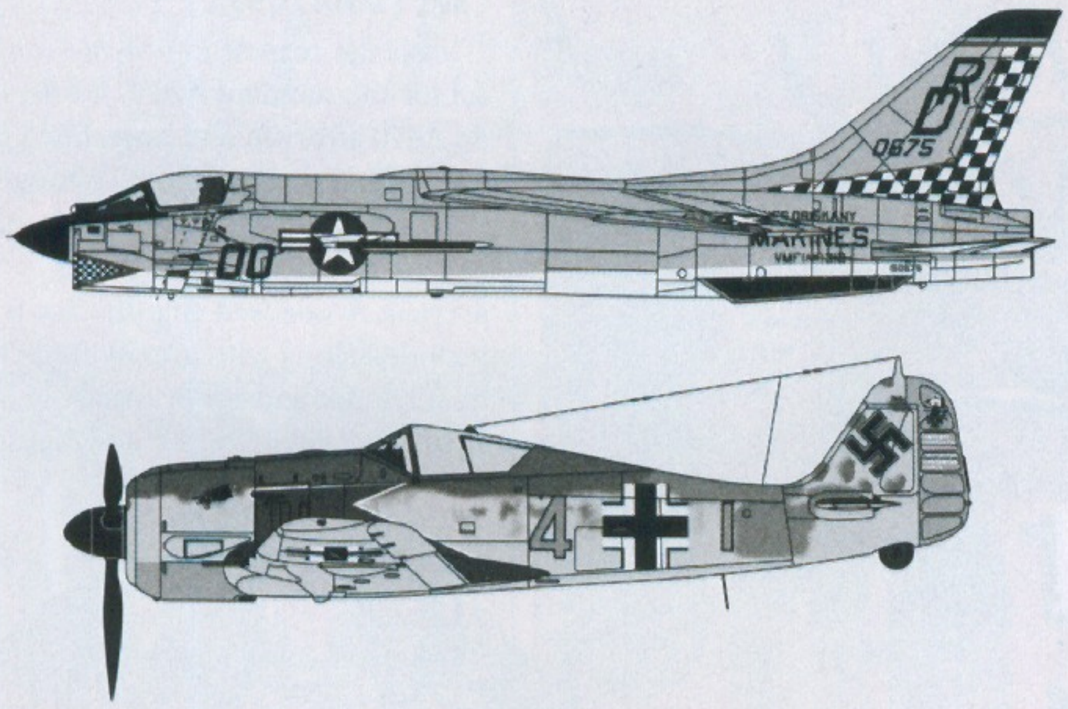
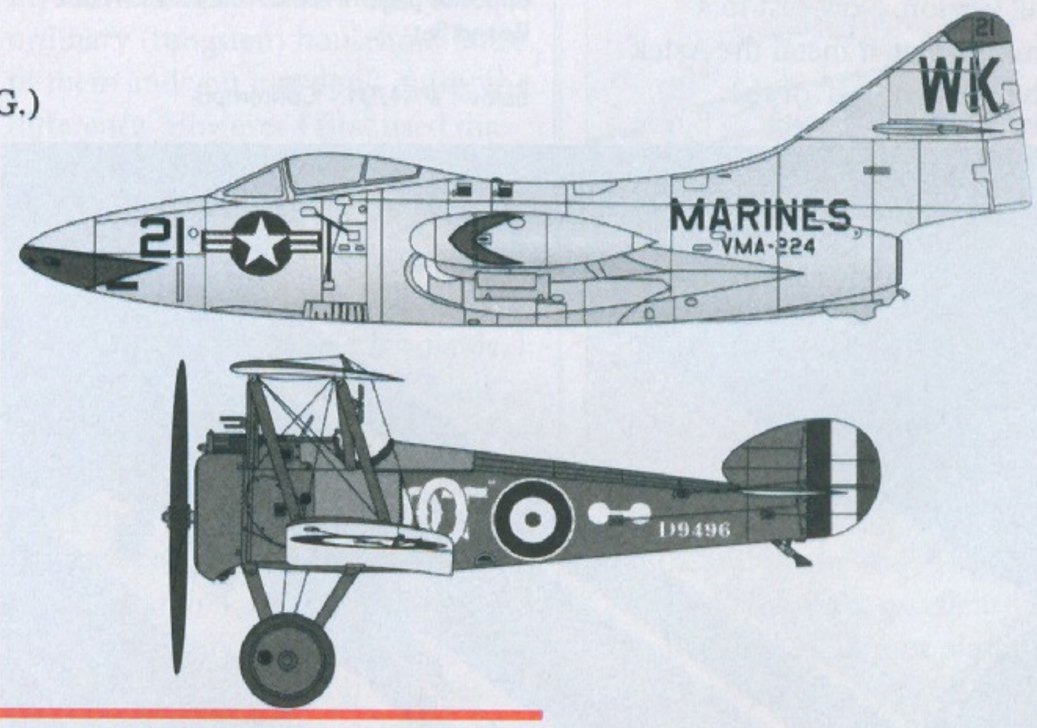
Late February Releases



48-568	Colorful Crusaders Pt. VII.
48-590	Bf-109E Battle of Britain... Eagle Day Pt.III.
48-591	Bf-109E Battle of Britain... Eagle Day Pt.IV.
48-594	Airacobras at War Pt. II.
48-599	Best Sellers Hellcats Pt. I
48-600	Best Sellers Hellcats Pt. II
48-611	Those incredible Fokkers! Pt. I.
48-612	Those incredible Fokkers! Pt. II.
48-616	Best Sellers Imperial Hayates Pt. II.
72-195	86th FBG Thunderjets Pt. I.
72-196	86th FBG Thunderjets Pt. II.
72-197	Focke-Wulf Fw-190 Early Butcher Birds Pt. I.
72-198	Focke-Wulf Fw-190 Early Butcher Birds Pt. II.

Late March Releases

32048	Pacific Corsairs Pt. II.
48100	American Jabos Pt. IX (Last set of the 405 F.G.)
48106	Slybirds the 353 F.G. Mustangs Pt. III.
48115	F9F5 Panthers Pt. II.
48122	Bf109's of the Balkans Pt. 3.
48123	Bf109's of the Balkans Pt. 4.
48127	Freedom Hornets (F-18's) Pt. I.
48128	Freedom Hornets (F-18's) Pt. II.
48129	Camels Pt. II.
72070	Augsburg Flyers (Bf-109F) Pt. I.
72071	Augsburg Flyers (Bf-109F) Pt. II.
72072	Freedom Hornets (F-18's) Pt. I.
72073	Freedom Hornets (F-18's) Pt. II.



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modelling products

Aztek – The Story So Far

Now many of you I am sure will either use or have seen an Aztek airbrush, so you all know about its revolutionary shape and design. Since its launch this airbrush range has gained many fans, but, as with all things, it has also had modellers who simply do not like it. The main causes for disliking the Aztek are (I think) not liking change and not liking how it 'looks'. The Aztek does look 'different' with the air line at the back and no silly nozzle, fluid tip and needle assembly. I have to admit that I have used an Aztek for nearly seven years now and it has been joined by a second one and they are both still going strong. I have got used to the shape of it and find the multi-part paint cups and single-piece nozzle assembly just so easy to clean. If there was anything I would change about the Aztek it would be the weight, as it is very, very light. The weight does mean you have to concentrate on what you are doing as movement is easily achieved and you can therefore go 'off target' with ease.

To overcome both of the things that most people dislike about the Aztek (the air line feed-in and the 'lightness') would require a major redesign and a change in what the airbrush is made out of. Well the former is not likely, but the latter has been achieved by the release of a 'Metal' version. Now cast in a chromium-plated metal the Aztek has the weighty 'feel' of the airbrushes you are all used to dealing with (are we an odd bunch or what - Testors have gone backwards in design to satisfy us!).

Testors have also gone all 'designer' with the Contempo. Now moulded in clear blue-green plastic and looking like the idea accessory for your iMac, it certainly is striking!

So let's have a more detailed look at some of the sets in the current Aztek range.

above: #A7778 - Aztek 'Metal'

opposite page: #A4709 - Standard Aztez Boxed Set

below: #A4704 - Contempo

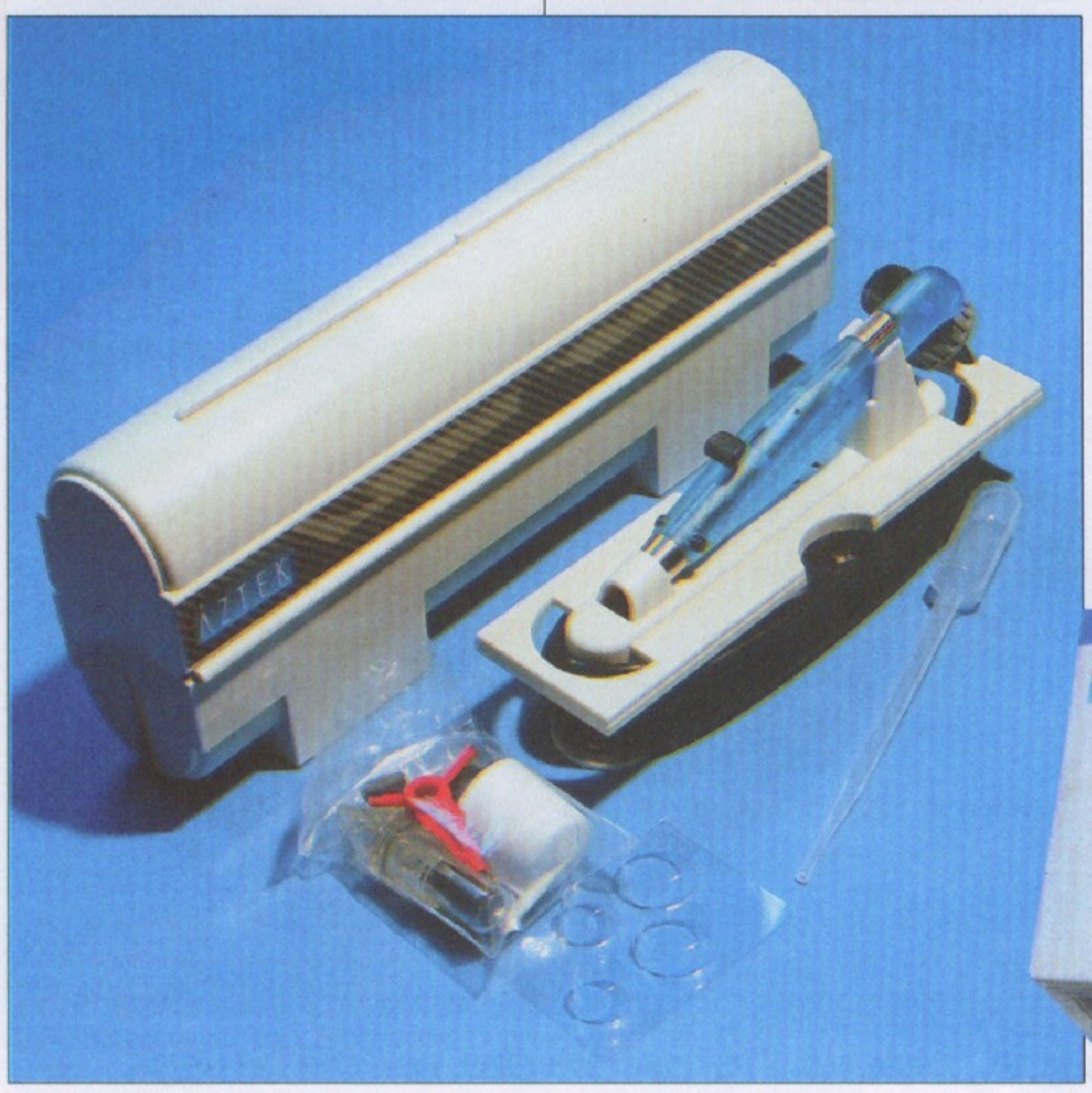
• Standard Aztez Boxed set (#A4709)

This is the current top-of-the-range set for the standard Aztek. It offers an A470 airbrush and hose, fine line, general purpose, medium coverage and hi-flow nozzles for enamels, plus general and hi-flow nozzles for acrylics. A side feed cup of 2.5cc is included along with gravity feed cups of 3cc, 7.5cc and 10cc capacity and siphon bottles of 28mm and 33mm

sizes. This set is completed with a cleaning tool, instruction manual and a video on how to get the best from your airbrush. The whole lot (bar the video) is then stored in a beautiful wooden storage case.

· Contempo (#A4704)

This comes in a boxed set that comprises a storage case, 12cc paint cup, cleaning tool, compressor adaptor, fine line (enamel) nozzle and pipette. If you use acrylics you will need to obtain a suitable nozzle for it, and 'general', fine-line' and 'hi-flow' nozzles are available.



The Daylight Company

If like me you have ever thought about using 'Daylight' lamps in your modelling room, you may well have thought "£5 for a blue bulb - why bother?" I must admit I was like that, but my wife does needlecraft and has sung the praises of 'Daylight' bulbs for ages. Well recently I got the chance to test out both the bulbs and a light unit from this range and I have to say the benefits were immediately apparent. What light have I been working in all these years? So that is what colour it should be!

I have five different lights around my work area, all, until now, had ordinary (tungsten) household bulbs in them and you just don't notice the difference. However I first used the Daylight bulbs on a Saturday and started off with them on while it was still light outside. I carried on modelling for a number of hours and when I finished it was dark outside. I tidied up and then switched off all the Daylight-equipped lights and went out onto the landing - "why is everything orange" I though! Yes, the effect was so marked that I could not believe it at first, the normal household bulbs throw a very deep orange-tinted light and it changes the colour and depth perception of everything. It is also very hard on your eyes to work under for long.

So I am a convert, I will be shelling out £5 a time to replace my 'Daylight' bulbs and I can assure you that if you try them you will be too. You can pick up daylight bulbs and lights all over the place in the UK but they tend to primarily be in craft and needlework shops. Should any of you macho modellers not want to be exposed to needles and wool, you can contact The Daylight Company Ltd directly by visiting their website at www.daylightcompany.com, emailing info.uk@daylightcompany.com or calling 020 8964 1200. Prices range from £52.99 for the basic magnifying lamp right up to £120 for the classic magnifier with circular fluorescent lamp unit.

Ohh, and by the way, The Daylight Company also make excellent magnifiers. They are not plastic ones that scratch, but top quality lenses offered in clip-on and free-standing forms or in combination with a Daylight lamp. These range in price from £29.99 right up to £99.95 for a floor-standing version with a lamp!

All I have to do now is keep my wife away from my 'modelling' lamp, as she is most annoyed that I have one, especially as she was the one who went on about how good they were in the first place!

• Aztek 'Metal' (#A7778)

This is the newest version to hit the shelves and is shown here in its fully boxed version. This set comprises the new metal A470M airbrush and 6ft of hose, fine line, general purpose, hi-flow, spatter, medium and large area coverage nozzles for enamels, plus general and hi-flow nozzles for acrylics. A side feed cup of 2.5cc is included along with gravity feed cups of 3cc, 7.5cc and 12cc capacity and siphon bottles of 28mm and 33mm sizes. This set is completed with a cleaning tool, compressor and propellant can adaptors and an instruction manual. Once again the whole lot is then stored in a beautiful wooden storage case.

Conclusion

OK I have sung the praises of this range, but it has been my preferred choice for a number of years now and yes I did buy the first one! The question of price is always a keen one for airbrushes, as they are often intended for far more 'professional' use than the hobbyist and their price reflects this. The Aztek range is not 'cheap' and although we don't have any confirmed UK retail prices for those sets shown, I know for a fact that the A4709 set is around the £100 mark, so the Contempo will be cheaper and the 'Metal' Aztec more expensive. This compares very well with other ranges on the market and the added bonus of a true 'Lifetime Guarantee' is included.

So, if you are considering a new or replacement airbrush, give the Aztek range some serious thought, as I don't think you will regret buying one.

All Aztek products are imported and distributed in the UK by Ripmax PLC. For all non-UK based enquiries contact Testors directly at 620 Buckbee Street, Rockford, IL 61104, USA.

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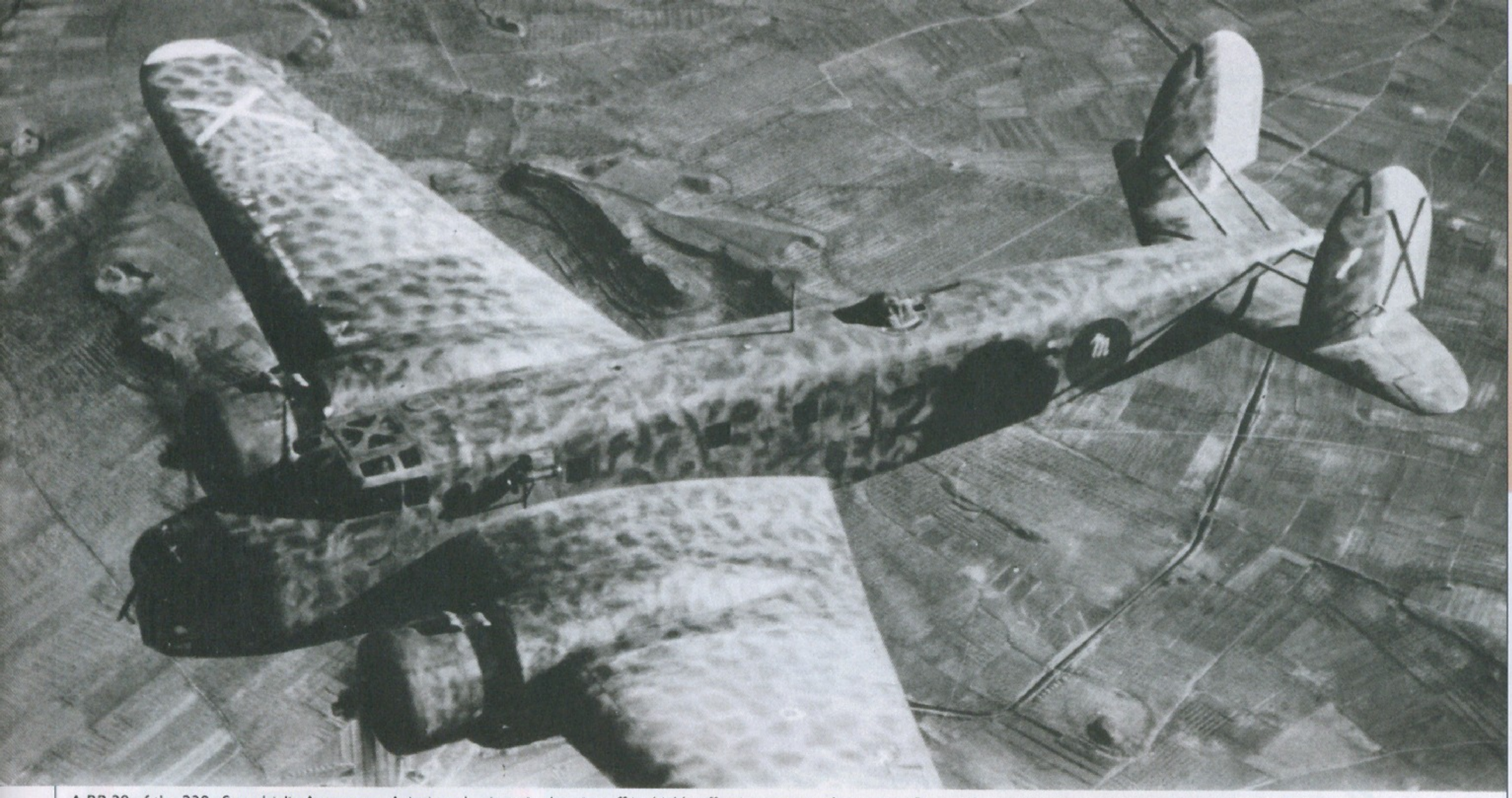

A BR.20 of the 230a Squadriglia Autonoma, Aviazione Legionaria showing off its highly effective uppersurface camouflage and markings. This example is fitted with the Fiat M1 turret with a single 12.7mm gun offset to starboard (R.J. Caruana Archives)

Fiat BR.20 Cicogna

by Richard J. Caruana

Celestino Rosatelli's 'Cicogna' (Stork) was the most successful twin-engined medium bomber employed by the *Regia Aeronautica*. It had a credible performance and flight handling, was well-equipped internally and could take a great deal of punishment. Richard J. Caruana takes a close look at this aircraft's operational career which began in the skies of Spain and ended on the side of the Allies within the Co-Belligerent Italian Air Force.

The Italian Air Ministry launched a competition to find a suitable twin-engined medium-range aircraft for its *Regia Aeronautica* bomber units; specifications called for a maximum speed of 385km/h, a capacity to carry up to 1,200kg of bombs to a distance of at least 1,000km. Submissions included the Breda Ba.82, Cant Z.1011, Caproni Ca.135, CMASA BGA and Piaggio P.32.

Thanks to experience gained by Rosatelli and his team during the development of the twin-engined commercial APR.2, the prototype of the BR.20, MM.274 was built in a considerably short time, and it performed its maiden flight 10 February 1936, with test pilot Enrico Rolandi at the controls. During comparative trials at the *Centro Sperimentale* (Experimental Centre) at Guidonia, the aircraft received highly complimentary remarks from all those who flew it, especially for its robust structure. Trials on the Furbara ranges further confirmed all that was expected from this twin-engined aircraft; its superb bomb-aiming equipment and steadiness in flight enable a selected crew to launch a bomb from an altitude of 4,500m and hit the ground barely 11m off target. Maximum speed was in fact much higher than specified, reaching 432km/h at 5,000m.

Within a few months of approval for the mass-production of the BR.20, Fiat delivered the first operational example to the 13° *Stormo* at Lonate Pozzolo on 25 September 1936; deliveries to the 7° *Stormo* began soon afterwards. Pilots from these units, previously flying SM.81s, immediately perceived the aircraft's technological advance. The rush to introduce the BR.20 into service, however, meant that the aircraft suffered a series of teething troubles; the Fiat A.80 engines proved to be unreliable and caused excessive vibration to the wing structure, problems were encountered with the DR turrets and their pair of 7.7mm Breda Safat machine guns, and the bomb release mechanism failed occasionally.

This was a time when the Fascist regime in Italy was obsessed in its search for international accolades. Two aircraft were taken off the production line and extremely modified (BR.20A) to participate in the Istres-Damascus-Paris air race. All armament and the

1. FIAT BR.20, 23-23, 230a Squadriglia Autonoma, Aviazione Legionaria, Tablada, Spanish Civil War. Giallo Mimetico 1 upper surfaces with Verde Mimetico 1 mottling; Grigio Azzurro Chiaro undersides. White rudders with black crosses (inner and outer faces); white 'stork's' head emblem of the 35° Gruppo on fin

2. FIAT BR.20, 3er Grupo de Bombardeo, Venezuelan Air Force, 1938. Aluminium finish overall with roundels in six positions; inner and outer faces of rudder in yellow/blue/red

3. FIAT BR.20, 12th Sentai, Japanese Army Air Force, China, 1938. Uppersurfaces in bands of Giallo Mimetico 1, Verde Mimetico 3 and Marrone Mimetico; Grigio Azzurro Chiaro undersides. Plain roundels in four wing positions

4. FIAT BR.20 of the 98th Sentai, Japanese Army Air Force, China, 1938. Giallo Mimetico 1 upper surfaces with Verde Mimetico 1 mottling; Grigio Azzurro Chiaro undersides. Plain roundels in four wing positions; red/white stripe around fin and rudder and another white stripe around fuselage

5. FIAT BR.20, 14a Sq (4° Gr., 7° St.), Lonate Pozzolo, early 1937. Aluminim dope overall with national markings (white backing) in four wing positions. Green/white/red tricolour on fins (inner and outer faces)

6. FIAT BR.20, MM.21719/235-2, 235a Sq (60° Gr, 41° St.), based at Jesi, July 1939. Giallo Mimetico 3 upper surfaces with Verde Mimetico 3 and Marrone Mimetico mottling; Grigio Azzurro Chiaro undersides. National markings Type 1; green/white/red stripes on rudder. Note Stormo badge behind fuselage codes

7. FIAT BR.20, MM21274/5-3, 5a Sq (43° Gr, 13° St.). Giallo Mimetico 3 upper surfaces with mottling in Verde Mimetico 3 and Marrone Mimetico. Undersurfaces in Grigio Azzurro Chiaro. National markings Type 1; rudder in gree/white/red. Note 'La Maladetta' emblem on fuselage, facing forward both sides

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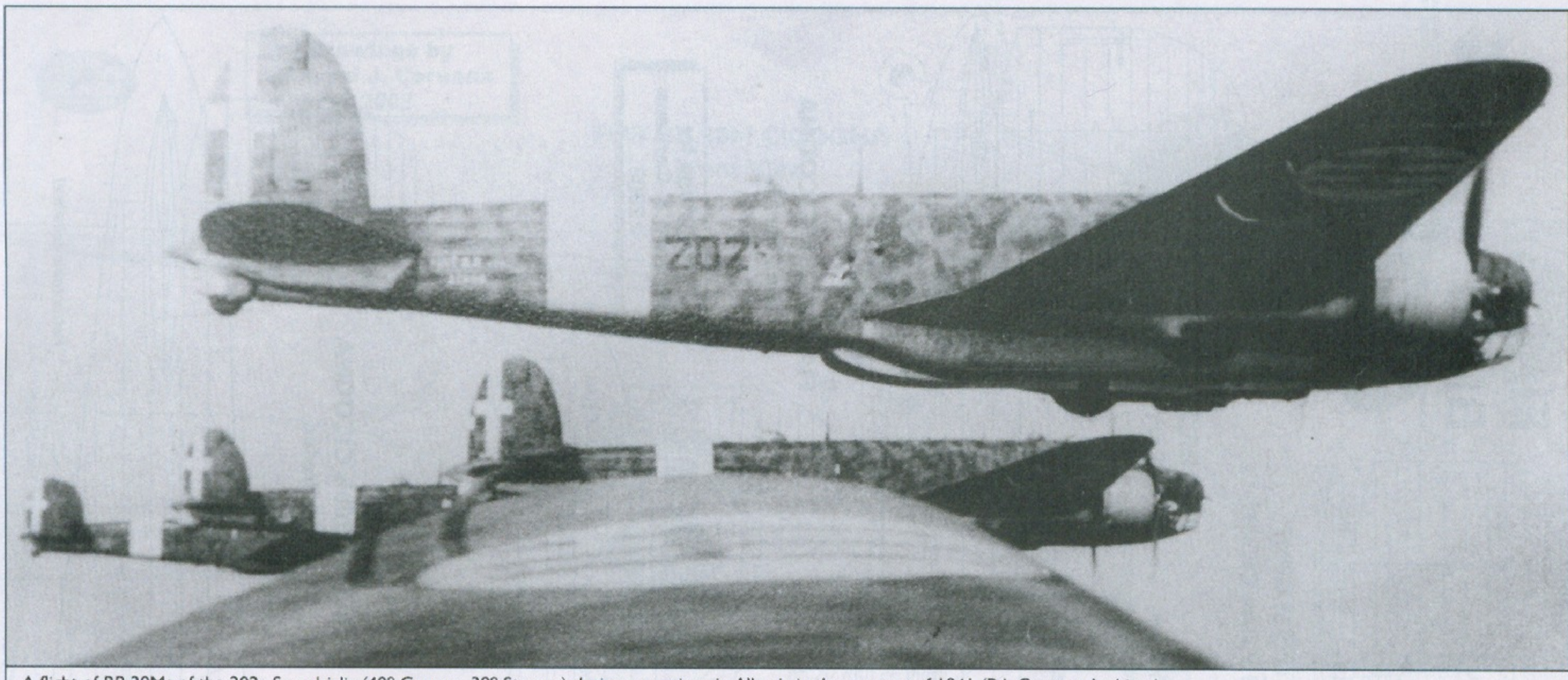

A flight of BR.20Ms of the 202a Squadriglia (40° Gruppo, 38° Stormo) during operations in Albania in the summer of 1941 (R.J. Caruana Archives)

ventral gondola were removed, and a completely redesigned nose section was fitted. Internal fuel tanks were increased from the standard six to ten totalling 7,700litres, more than twice the original capacity. I-ROBO, piloted by Rolandi and Bonini, flew the 2,921km at an average speed of 399km/h to take 6th place, followed in 7th place by the other BR.20A, I-GAQU flown by Gaeta and Questa. Both aircraft were forced to land with engine problems during the Damascus-Paris leg, the former at Ronchi dei Legionari, the latter at Punta Sabbioni, otherwise they would have certainly placed much higher.

Technical Description

The BR.20 was a low-wing, twin-engined medium bomber of metal construction, partly metal skinned and the rest fabric covered. The fuselage was made up of a welded steel-tube structure of rectangular section with rounded corners, broken down in three main parts which were bolted together. The foremost section was covered in a light metal skin, with the exception for the cockpit area, the nose turret and the bomb-aimer's windows. The pilot's seat was positioned ahead of the wing leading edge, thus affording an excellent forward and downward view. Right behind him sat the radio operator. Access to this section was through a door on the port side, beneath the cockpit canopy. Furthermore, escape hatches were provided right above the pilot's position and in the floor ahead of him. A 7.7mm Breda Safat machine gun was fitted inside the nose turret.

From that point to the wing's trailing edge formed the central section, which housed the bomb bay to port and a pair of fuel tanks on the starboard side. The bomb bay itself was enclosed by an aluminum screen, allowing for a narrow corridor for communicating between front and rear section. A retractable tray (known as 'mandibola' or jaw) on the floor at the end of this section could be lowered so that a prone gunner could fire a 7.7mm machine gun downward and rearward. A door was provided on the port side as access to this area of the fuselage.

The third section ran from the former just aft of the door to the very tail. It was fitted with a hydraulically operated, retractable DR turret housing a pair of 7.7mm guns in the early production versions, replaced on aircraft built after the 100th example with an M1 turret housing a single 12.7mm machine gun, offset to the gunner's left shoulder. The cantilever tailplane at the end of this section was fitted with a pair of vertical fin and rudder units, each braced to the fuselage with a pair of faired struts. Construction was all-metal, with part duralumin and part fabric covering.

Independent main wheel units were fitted, retracting into the engine nacelle fairings leaving part of the mainwheels outside the bottom of the nacelle. The bomb bay could accommodate a total of 1,600kg of bombs, stowed horizontally. These were released by the bombardier, who was supplied with a Jozza G.3 bomb sight, through a lever on his right hand side. Powerplants consisted of a pair of Fiat A.80 RC.41 eighteen-cylinder, twin-row, air-cooled radials rated at 1030hp, 2100rpm, at 4,000m, driving Fiat-Hamilton three-bladed, constant speed propellers.

Service Debut

Evaluations of the BR.20 in desert conditions were conducted with an example taken to Libya in June 1937 and assigned to the 14° *Stormo* based at Benina. Another pair were supplied later on to join this aircraft in its trials, later taken on charge by the 15° *Stormo* at Castel Benito. Meanwhile, six other machines were sent to Spain to join the *Aviazione Legionaria's* 35° *Gruppo Bombardamento Veloce* (fast bomber group) with the task of testing the BR.20 (together with the Breda Ba.64) in a fully operational and combat environment. On their arrival at Tablada, one of the BR.20s involuntarily displayed its robust construction when it landed short of the runway after losing power from one of the engines; it ran through an orange grove and continued going until it reached the airfield, suffering only some scratches on the wing leading edges!

On 4 September 1937, the BR.20s took up residence at Soria, within easier reach of their intended targets in the vicinity of the river Ebro. They were formed into the 230a *Squadriglia* under the command of Nello Brambilla; the 231a under the command of Duilio Fanali, equipped with the Ba.65, formed the other half of the 35° *Gruppo*. After months of familiarisation with the terrain, the BR.20s were transferred once again, this time to Tudela on 26 November, from where they began their real bombing operations two days later. During the first half of January 1938, they were heavily involved in support of ground troops defending Teruel. The BR.20 proved to be very stable, accurate in attacks and very fast. By the end of May, the 230a *Squadriglia* had taken part in 267 attacks, totalling 2,052 flying hours, dropping some 580 tons of bombs.

Early in June, the unit moved to Puig Moreno where, on 19 July, it received a further seven aircraft from Italy, taken from the 7° *Stormo*. Ten Col Ugo Rampelli took over command of the *Gruppo* on 20 September 1938. Toward the end of the year, the BR.20s were required to oppose a massive counter-offensive in the vicinity of Barcelona until the city was occupied on 26 January 1939; four days later the 35° *Gruppo* fell under the command of Col Imperi. Final combat operations were flown at the end of March, as the Spanish Civil War came to an end with the fall of Madrid. Nine BR.20s formed part of the victory line-up on 12 May at Madrid-Barajas airfield. Of the three BR.20s lost, two were involved in ground accidents, while the third was hit by anti-aircraft fire on 25 July 1938. Once the Italian crews returned

One of the earliest BR.20s to be flown to Spain, distinguishable from the twin 7.7mm DR turret seen here at Tablada airport (Seville) (R.J. Caruana Archives)

8. FIAT BR.20, 9-5, 9a Sq (25° Gr., 7° St.), based at Ghemme, June 1940. Giallo Mimetico 1 upper surfaces with Verde Mimetico 1 and Marrone Mimetico mottling; Grigio Azzurro Chiaro undersides. National markings Type 1; white band around rear fuselage and white cross on rudders (inner and outer faces)

9. FIAT BR.20, MM.21718/65-9, 65a Sq (31° Gr., 18° St.). Giallo Mimetico 3 upper surfaces with mottling in Verde Mimetico 3 and Marrone Mimetico; Grigio Azzurro Chiaro undersides. National markings Type 1; white cross on inner and outer faces of fins. Note the very small unit emblem just aft of the fuselage codes

10. FIAT BR.20, Servizi Aerei Speciali, 1940. Three tone band scheme of Giallo Mimetico 3, Verde Mimetico 3 and Marrone Mimetico on uppersurfaces; Grigio Azzurro Chiaro undersides. Tricolour stripes around fuselage and wings, and on both inner and outer faces of rudders

11. FIAT BR.20M, MM.21894/4-7, 4a Sq (11° Gr., 13° St.), Corpo Aereo Italiano operating against Britain from Melsbroek, Belgium. Giallo Mimetico 3 upper surface with mottling in Verde Mimetico 3 and Marrone Mimetico; Grigio Azzurro Chiaro undersides. National markings Type 1

12. FIAT BR.20M, 3-6, 3a Sq (43° Gr., 13° Stormo), April 1941. Giallo Mimetico 3 upper surfaces with Verde Mimetico 3 mottling; Grigio Azzurro Chiaro undersides. Giallo Cromo cowlings. National markings Type 2

13. FIAT BR.20M, 51-3, 51a Sq (39° Gr., 38° St.), Tirana, June 1941. Verde Oliva upper surfaces with Nocciola Chiaro mottling; Grigio Azzurro Chiaro undersides. National markings Type 2

14. FIAT BR.20M. MM.22710/3-3, 3a Sq (43° Gr., 13° St.), Bir Dufan (North Africa), December 1941. Nocciola Chiaro upper surfaces with Verde Oliva Scuro mottling; Grigio Azzurro Chiaro undersides. National markings Type 2

FIAT BR.20 Cicogna

FIAT BR.20 CICOGNA
Port Profile
Early production version

Note auxiliary retractable generator this side only

Twin Breda SAFAT 7.7mm guns in D.R. Turret

Scrap upper view of early versions with Breda SAFAT H1 Turret housing a single Safat 7.7mm gun

D/F loop moved aft

One Breda Safat 12.7mm gun in Fiat M.I. Turret

FIAT BR.20 CICOGNA
Port Profile

FIAT BR.20M CICOGNA
Port Profile

Note forward access door below canopy, behind engine cowling

One Breda Safat 12.7mm gun in Lanciani Delta turret on late production models

One Safat 12.7mm gun in ventral position

Three-bladed Fiat all-metal constant speed propeller

Lanciani Delta turret was substituted with a Breda turret at some time

FIAT BR.20bis CICOGNA
Port Profile

Retractable tailwheel

0 metres 1 2
0 feet 3 6

SCALE: 1/72

Drawings by Richard J. Caruana ©2003

Scale AVIATION Modeller International

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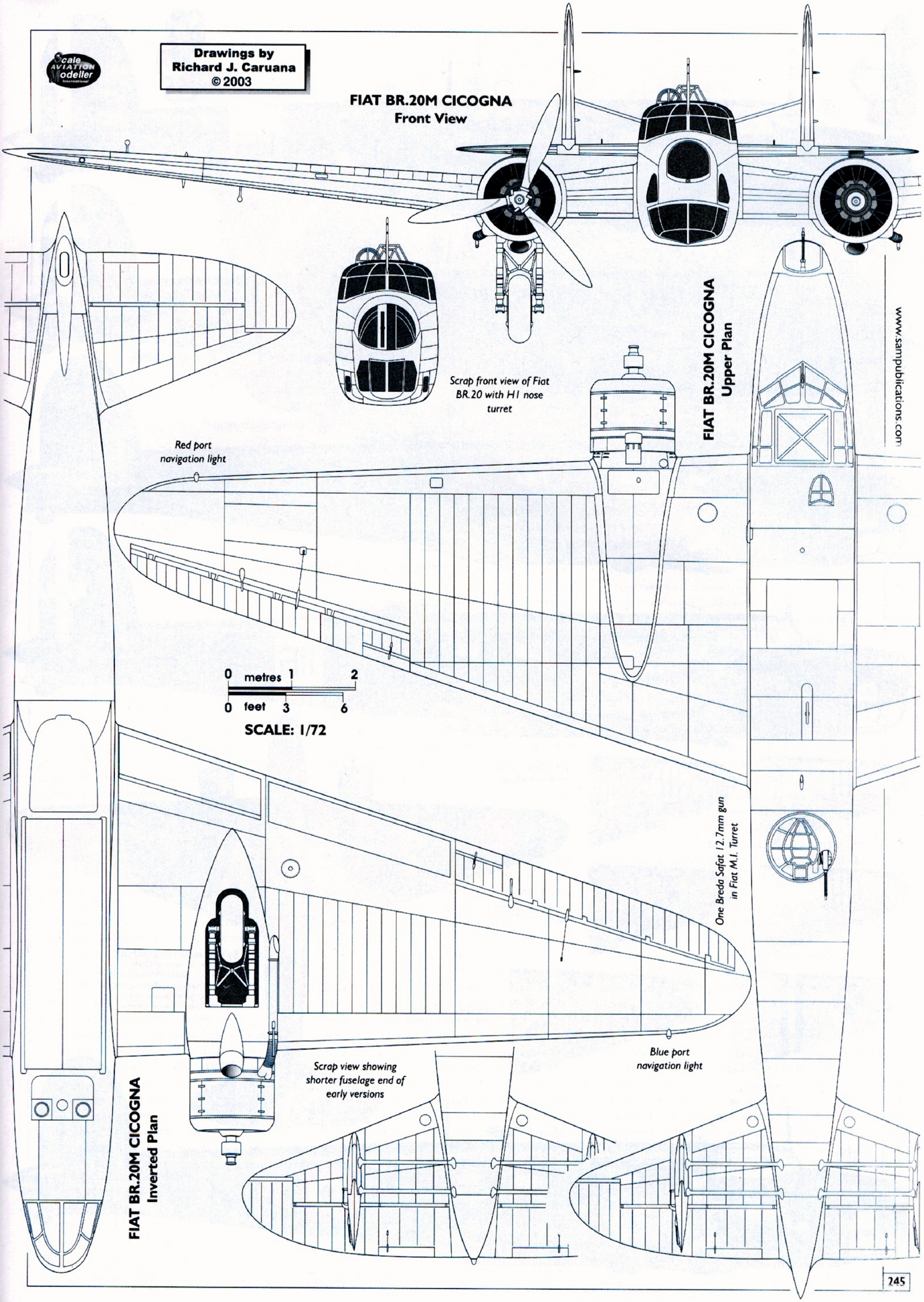
FIAT BR.20M CICOGNA
Front View



Scrap front view of Fiat BR.20 with H1 nose turret

Red port navigation light

0 metres 1 2
0 feet 3 6

SCALE: 1/72

FIAT BR.20M CICOGNA
Upper Plan

One Breda Safat 12.7mm gun in Fiat M.I. Turret

Scrap view showing shorter fuselage end of early versions

Blue port navigation light

FIAT BR.20M CICOGNA
Inverted Plan

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Left: 'Type 1' wing national markings

Left: 'Type 2' wing national markings

Left: Spanish Civil War wing national markings

Typical uppersurface pattern for three-tone scheme of Giallo Mimetico 1, Verde Mimetico 3 and Marrone Mimetico. Photo evidence shows that on some examples, the first two colours were inverted

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A Fiat BR.20M of the 31° Gruppo (18° Stormo) seen at Catania in June 1941. This view shows to advantage the modified nose of this version (R.J. Caruana Archives)

home, the remaining BR.20s were handed over to the Spanish authorities.

Exports

Realising that the BR.20 could be a very saleable product, Fiat launched a sales campaign by exhibiting an early production example at the Milan *Salone Internazionale Aeronautico* (International Aviation Salon) in 1937 in the hope of attracting export orders. Apart from those donated to Spain as already mentioned above, and a few others passed on to Croatia, a single example was acquired by Venezuela and incorporated into its 3er *Grupo de Bombardeo*. It apparently served for a very short time, and little is known about its eventual fate.

A most successful export deal was clinched with Japan in the face of competition from the Caproni Ca.135, for its Imperial Army Air Force (IJAADF). An order for 75 examples, together with extra engines and spare parts, was followed by another for a further ten a year later. Practically the entire Fiat BR.20 production for 1938 was shipped to Talien, where they were disembarked and ferried to Chushuitzu, where they were re-assembled by Japanese personnel under the guidance of Italian civil and military technicians.

The BR.20 was supplied to the 12th and 98th Sentai. It was designated Type I Model 100 (Allied code name 'Ruth') and was mainly used for operations against China. Notwithstanding the success the type had enjoyed in Spain, Japanese pilots generally complained about bad handling and frail construction, which in fact were the most positive features of the type. Criticism of engine malfunctions, however, were more than justified. Gradually the type was phased out in favour of the Mitsubishi Type 97, and surviving BR.20s were relegated to secondary and training roles.

The Regia Aeronautica at War

Meanwhile, an extensive training programme on the BR.20 was conducted at Lonate Pozzolo for *Regia Aeronautica* units. Italian crews did not experience any difficulty adapting themselves to the new type and operational standards were significantly improved, especially when flying night sorties and over long distances.

Following the experience of the previous racing BR.20As, another cleaned-up version designated BR.20L bearing the name 'San Francesco' flew non-stop from Rome to Addis-Abeba on 6 March 1939 averaging a speed of 404km/h over the 4,500kms.

When Italy declared war on the Allies on 10 June 1940, 172 BR.20s were on strength with the Regia Aeronautica, principally within the 7° *Stormo* (4° and 25° *Gruppi* based at Lonate Pozzolo), 13° (11° and 43° *Gruppi* at Piacenza), 18° (31° *Gruppo* at Aviano) and 43° (98° and 99° *Gruppi* at Cameri). The 43°, 7° and 13°, based in the north of Italy, participated in the short campaign against France throughout the remaining days of that month. On 13 June, 19 BR.20s from the 13° *Stormo* attacked Fayence and Hyéres.

By that time, a third of the BR.20s in service were of the new 'M' sub-type ('M' standing for '*modificato*', or modified). This version was some 70cm longer than its predecessor and featured a redesigned nose with increased glazed area under the chin and a new nose turret. The tail cone was also extended, while the tailwheel, now completely enclosed, was moved further aft. These modifications raised both empty and loaded weight of the aircraft. This brought about a marked drop in the aircraft's performance. After testing at Lonate Pozzolo, the Borletti-Golnaghi bomb-aiming device replaced the Jozza sight. Apart from front-line medium bomber units, the 172a *Squadriglia* formed on 13 June 1940 was also equipped with six BR.20Ms for strategic reconnaissance missions, of which a number were performed over French territory.

After the French defeat, the BR.20 units returned to their normal routine, and were soon joined by the newly-formed 116° *Stormo* based at Lecce. Hoping to share the 'spoils' of an eventual victory, a *Corpo Aereo Italiano* (CAI - Italian Aviation Corps) was sent to Belgium to participate in the Battle of Britain. A force of 80 BR.20Ms from 13° and 43° *Stormi* were transferred in October 1940, with the former taking up residence at Melsbroek while the latter was based at Chèvres. Not all bombers arrived safely at their destination, as at least five were lost in transit after having been forced down to emergency landings due to bad weather. The fighter component of the group consisted of 56° *Stormo*, of which the 18° *Gruppo* was flying the Fiat CR.42 while the 20° was equipped with the Fiat G.50. Responsability for reconnaissance fell on the 172a *Squadriglia*, operating five Cant Z.1007s.

By the 22nd of the month the force had settled down and launched its operations on the 24th with an attack against Ramsgate; taking part were 12 BR.20s from the 13° *Stormo* and five from the 43°. Three of the bombers were lost and another damaged, resulting in the loss of an entire crew when their BR.20 crashed on take-off. A similar mission on 27 October had to be cancelled and was postponed to two days later; another BR.20 was destroyed. Ipswich and Harwich were attacked on 5 November, followed by another raid against Harwich and London on the 11th. Three other BR.20s were destroyed and a further three badly damaged during this operation, clearly showing that the CAI was ill-equipped for the task while fighter cover proved to be completely inadequate. During the following weeks, Great Yarmouth and Lowestoft were added to the list of

15. FIAT BR.20M, MM.21915/1-5, 1a Sq (11° Gr., 13° St.), Bir Dufan (Libya), February 1942. Giallo Mimetico 3 upper surfaces with Verde Mimetico 3 and Marrone Mimetico mottling; Grigio Azzurro Chiaro undersides. National markings Type 2; note two version of 'Donald Duck', one on fuselage and another on fin

16. FIAT BR.20M, 277-2, 277a Sq (116° Gr., 37° St.), Lecce, April 1942. Giallo Mimetico 3 upper surfaces with Verde Mimetico 3 and Marrone Mimetico mottling; Grigio Azzurro Chiaro undersides. Giallo Cromo cowlings; individual number '2' is repeated on the nose in red within a yellow circle. National markings Type 2

17. FIAT BR.20M, 56-1, 56a Sq (88° Gruppo Autonomo), Castelvetrano (Sicily), April 1942. Verde Oliva Scuro upper surfaces; Grigio Azzurro Chiaro undersides. Giallo Cromo fuselage band. National markings Type 2

18. FIAT BR.20M, 116-2, 116a Sq (71° Gr. O.A.), Voroscilovgrad (Russia), winter 1942-43. Verde Oliva Scuro upper surfaces; Grigio Azzurro Chiaro undersides. Rudder crosses and fuselage band painted over in black; national markings Type 2 in four wing positions

19. FIAT BR.20M, NVST2, used by the Co-Belligerant Air Force for transport duties, 1944. Verde Oliva Scuro uppersurfaces; Grigio Azzurro Chiaro undersides. entire rudder and previous markings on upper surfaces painted over (probably in Olive Drab); red/white/green roundels in six positions

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targets visited, but not without paying a considerable price. Enemy activity against Britain started to run down during December; the last recorded BR.20 mission was performed on 2 January 1941 with four aircraft from the 13° *Stormo* against Ipswich. Two of these dropped out due to technical problems. By the time the CAI returned home later that month, 20 BR.20Ms had been lost.

Things were not much rosier on the Greek front where around 50 BR.20s were involved. This campaign was marked by bad planning and even worse timing, shortage of offensive ground forces and limited aerial resources due to the opening of too many fronts simultaneously. Between 1 November 1940 and 31 March 1941 meteorological conditions allowed flying during 77 days. During the rest, rain, heavy clouds and fog rendered operations extremely hazardous over difficult territory. Italian forces were eventually bailed out thanks to the determined intervention by their German allies in April, following which BR.20 units were diverted onto attacks against Yugoslavia.

Operations in Libya by the BR.20Ms of the 98° *Gruppo* commenced in March 1941, where the unit participated in the systematic night bombing of British-held positions. As from June they began to escort naval convoys which were being constantly harassed by air and sea forces from Malta. The 13° *Stormo* was another unit flying the BR.20 which operated in North Africa between July 1941 and April 1942.

Against Malta

Toward the end of April 1941, most of the bombing raids against Malta were switched to night-time due to the high losses being suffered by both German and Italian attackers at the hand of the Island's fighter defence force. The first appearance in Sicily of the Fiat BR.20M is recorded as 7 May 1941, when the 99° *Gruppo* of the 43° *Stormo* under the command of Ten Col Sergio Lalatta arrived at Gerbini from Lonate Pozzolo. This unit was required to fill the gap in the offensive role left after the withdrawal of X *Fliegerkorps* which had been operating against Malta since the beginning of the year.

By the 22nd of the month, everything was ready for combat missions to commence, in spite of a serious epidemic of malaria suffered by some of the unit's personnel; Gerbini, up to that time, was a deserted swamp area. That night the BR.20s launched their first attack only to realise that the opposition was following them every inch of the way. Malta's Beaufighters picked on these bombers from the moment they took off until the aircraft returned to their parking lot back at base!

On 11 June, a second BR.20 unit arrived in Sicily, belonging to the 31° *Gruppo* of the 18° *Stormo*, based at Catania-Fontanarossa. While Gerbini had, for a short time, remained undetected as the base from where the BR.20s were operating, Catania was well known, and it bore the brunt of Malta's bomber raids. During the period between May and September 1941, the two *gruppi* performed numerous incursions by night over Malta, sustaining considerable losses. From the original force of 25 aircraft, half were lost in action or in accidents. On the night of 5 August, the commander of the 99° *Gruppo*, Nello Brambilla, was shot down over Malta – he was one of the most experienced bomber pilots in the *Regia Aeronautica*.

By October both units had suffered such a high attrition, that they had to be withdrawn to Lecce-Galatina, and then to Milano-Bresso for re-equipment. Their places were taken by the 55° *Gruppo* at Gerbini and the 116° *Gruppo* at Fontanarossa. The latter suffered immensely at the hands of the Malta Night Fighter Unit and had to be replaced by the 40° *Gruppo*, which did not fare much better. The arrival of *II Fliegerkorps* in December 1941, to resume operations against Malta early the following year, relieved the long-suffering BR.20 units until the second half of 1942 when they were required to return to Sicily. This time, the 116° *Gruppo* was accompanied by the 88°; losses remained high and by October 1942 these units possessed only two combat efficient BR.20Ms between them. By December, Malta's siege had been lifted and enemy bombers only managed to mount nuisance raids on isolated occasions.

On Other Fronts

Meanwhile, the 55° *Gruppo* had moved its 12 BR.20s to Milis (Sardegna) after the Anglo-American landings in Algeria in November 1942, to be able to perform night operations against the North African coast, and provide maritime surveillance during the day.

A tragic episode for the *Regia Aeronautica* was Italy's unwise decision to participate in the Russian campaign. An initial batch of three BR.20s from the 38a *Squadriglia* arrived in Russia on 3 August 1942. This unit belonged to the 71° *Gruppo Osservazione Aerea* (Air Observation Group) in support of the Caproni Ca.311s. On 5 September they were joined by three more from the 43° *Stormo*. Five more aircraft were supplied on 9 December so that all the BR.20s could be formed into two *Squadriglie*, the 38a and 116a at Odessa. The severe Russian winter forced these aircraft to fly on several occasions with undercarriage and guns completely frozen and inoperable. By 11 December, the massive Soviet counter-offensive had reached the Italian-held sector, and after a week of fierce fighting the Axis lines had been penetrated. This marked the beginning of a catastrophic retreat, during which the 71° *Gruppo* was reduced to a mere shadow, returning home on 13 april 1943 with only six BR.20s, as all the Capronis had been either destroyed or rendered unserviceable.

By that time, a good number of the BR.20s had been relegated to training duties. The rest, although still on strength with front line units, were mainly based in Yugoslavia and Albania. The 74 BR.20s and 151 BR.20Ms on inventory as at 31 July 1943 appear to have disappeared by the time of the Armistice in September, when Italian territory was split into two, with the Co-Belligerent forces joining the Allied side in the south, and the Republican forces maintaining their allegiance to their German allies in the north, where the airforce of the Republica Sociale took over a small number of BR.20s. Those in the Balcans were requisitioned by the Germans, but remained unused at their bases where they met their end at the hands of American bombers. It appears that some examples were taken to Germany, but their fate is unknown.

The Co-Belligerent Air Force in the south appears to have had five BR.20s on strength, of which one had escaped from Albania. This was incorporated into the *Raggruppamento Bomardamento e Trasporto* (Bomber and Transport Group) at Lecce-Galatina. At least one is known to have survived up to 7 June 1946, serving with the newly-formed *Aeronatica Militare Italiana* (AMI).

The prototype (MM.456) of an improved version, designated BR.20 bis, had flown in February 1942. It was powered by a pair of Fiat A.82 RC.42 engines offering 1,250hp at 4,200m. Apart from the new engines, the aircraft sported a completely redesigned nose, a Breda dorsal turret, retractable tailwheel and a slightly lengthened fuselage and increased wing area. There was little appreciable improvement, except for a slightly better climb rate and a maximum speed of 438km/h at 5,000m. Fifteen examples of this version had been produced between March and September 1943, when production came to an end.

Although it displayed a significant technological advance at the time of its conception, continuous development of the BR.20, which would have enabled it to survive in a rapidly-evolving aeronautical environment, was neglected for far too long. With 580 aircraft of this type built (not including the 'bis') it represents the most important medium bomber on the *Regia Aeronautica's* inventory during the Second World War, and was only second in overall importance to the better known Savoia Marchetti S.79.

Richard J. Caruana

The 276a Squadriglia (116° Gruppo, 37° Stormo) was one of the many Regia Aeronautica units to have operated against Malta. This unit begun such missions from its Sicilian base on 5 October, 1941 (R.J. Caruana Archives)

Fiat BR. 20 Specification (BR.20M)

Type:	Twin-engined, medium-range, monoplane bomber
Crew:	Five
Power Plants:	Two Fiat A.80 RC.41 twin-row 18-cylinder air-cooled radial engines providing 1000hp at 2,100rpm at 4,000m, driving Fiat-Hamilton three-bladed metal constant-speed variable-pitch propellers of 3.54m diameter
Fuel:	Housed in six tanks, four in the wings and two in the fuselage, totalling 3,622 litres (2,450 litres)
Dimensions:	Length - 16.17m (17.78m); span - 21.56m; height - 4.30m; wing area - 74m2; tailplane area - 8.17m2; mainwheel track - 5.20m
Weights:	Maximum take-off - 10,100kg (10,450kg); empty - 6,400kg
Performance:	Maximum speed - 432km/h at 5,000m (440km/h); cruising speed - 335km/h at 4,700m; climb to 1,000m - 3'35", to 2,000m - 6'50", to 4,000m - 13'37", to 6,000m - 25'30"; ceiling - 7,200m (6,750m); maximum range - 3,000km (2,750km); take-off run - 350m; landing run - 380m
Armament:	Front H1 turret armed with a Breda SAFAT 7.7mm gun with 500 rounds; dorsal DR turret with a pair of 7.7mm guns, later replaced with a DR turret with a single 12.7mm gun or a Lanciani Delta turret with a 12.7mm gun, both with 350 rounds; ventral 7.7mm with 500 rounds; maximum bomb load 1,600kg in internal bay
Cost per unit: (1938)	L. lt. 1,521,000

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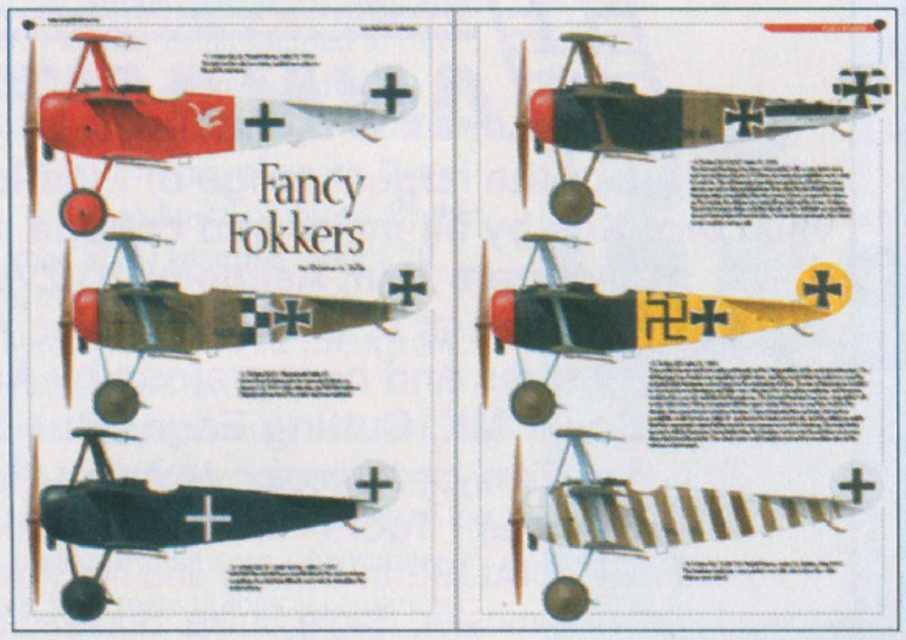

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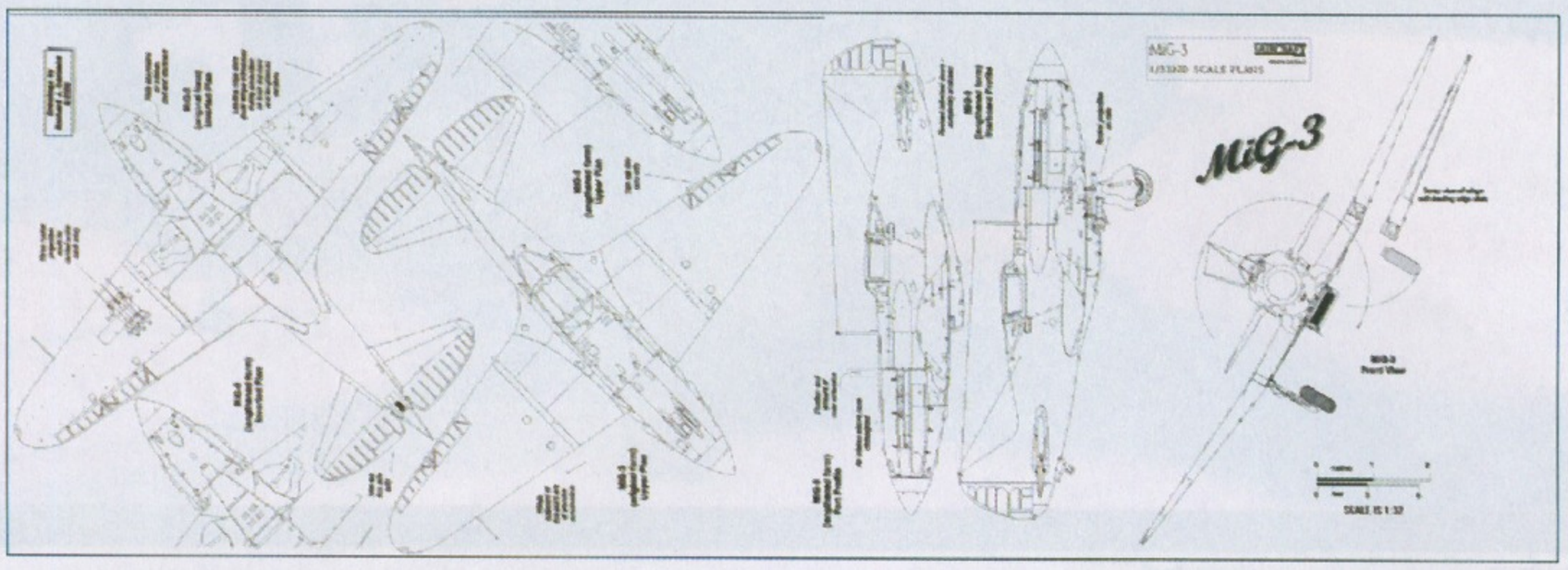

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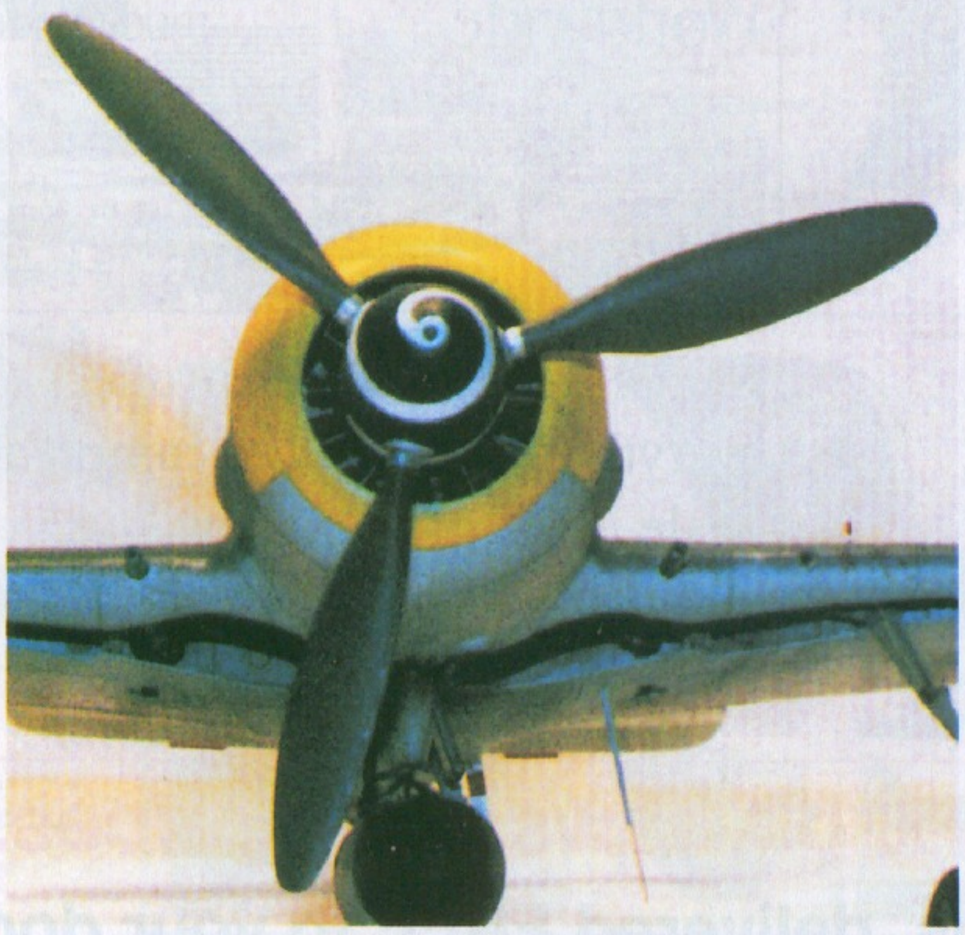
Kurt Tank's most famous design, the Focke Wulf Fw 190 series, was originally conceived as a replacement for the Messerschmitt Bf 109. At the time of its conception, however, the RLM was still thinking in terms of a short war, comprised of brief, tactical engagements, rendering any urgent replacement of the superlative Bf 109 superfluous. However, as the war progressed, with more fronts opening, it became clear that Tank's new fighter would be very welcome, and after considerable teething problems, mainly with the air-cooled BMW radial engine, the Fw 190 became the Luftwaffe's finest fighter. Indeed, it was better in the air superiority role than the contemporary Spitfire V, and was only really seriously challenged by the Mark IX and later Spitfires, and the excellent P-51 Mustang.



Although intended as a day fighter, the Fw 190 also saw service in the night fighter, fighter bomber and bomber destroyer roles. The latter is the subject of this article, and was inspired by a feature written by Neil Page (see references), which was further encouraged by a set of Eagle Strike decals in my stock (E32013), which includes a Sturmbock (battering ram) Fw 190A-8/R8 of 6/II/JG300, as flown by Uffz. Paul Lixfeld.

A comprehensive review set of Jerry Rutman's resin and fotocut detail parts completed the picture.

Hasegawa's Big Butcher Bird

The example I used as the basis for this project was a very early issue of the kit, bought from a second hand kit dealer a few years ago. It was in the Hales packaging, and must have been at least 25 years old! Dark green plastic was used to mould the kit, and the plastic had a strange, almost fibrous quality, which made sanding and surface finishing a real challenge! Suffice it to say, I would recommend readers who fancy a similar project to use a later issue of the kit; Revell have recently re-released the kit, with extra parts, as an Fw 190F-8, at a reasonable price.

Overall, the kit is a typical product of the 1970s, covered in raised surface detail, including some pretty hefty rivets, and inaccurate, 'open weave' fabric effect on the control surfaces. Cockpit detail is not too bad at all, if a little simplified, but the wheel wells are too shallow and poorly detailed, as well as being dimensionally wrong. In addition, the bulges for the cannon on the upper wing roots are completely wrong.

So, quite a task ahead, but currently the only A-series Fw 190 around in this scale, so let's start building!

The Cockpit

Although the kit parts aren't too

Focke Wulf Fw 190

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by Paul Lawson

bad, a great improvement can be made using aftermarket parts. I used a set by Jerry Rutman (See Photo **1**). The majority of the parts are resin, with some 'fotocut' metal detail parts. These are presented on a flexible backing card, and are ready cut, making them very easy to use. Note that the cockpit tub includes the rear decking, which will have to be cut away from the kit parts.

Photo **2** shows the painted cockpit parts; I used Lifecolor's RLM 66 acrylic paint, with details painted according to my references. No instrument face detail is provided, so the modeller can either use Reheat or similar dial faces, or do as I did and paint them. Weathering is courtesy of the Karismacolor silver pencil, and pastel dust on the cockpit floor. The seat harness has yet to be added, and the set includes the handle for winding the canopy hood back and forth, which is installed on the starboard cockpit wall.

The Fuselage

Having sanded off all the raised surface detail and removed the rudder, the fuselage halves were sprayed with Halfords grey primer. This enabled me to check for flaws, and correct them, prior to rescribing the surface detail. I also thinned the open cooling gills, and drilled out the various lifting holes, etc. Photo **3** shows the fuselage halves after this work has been done. In photo **4**, the two halves have been joined, with the aid of tape and numerous clamps! The cockpit tub and engine assembly can be fitted after the fuselage has been assembled and its joints cleaned up, which makes life a little easier.

In photos **5** and **6**, these assemblies have been installed, minus the engine itself. The firewall comes from the J.Rutman set, and includes very nice ammunition canisters. 'My' Sturmbock actually had the fuselage guns removed to save weight, so of course it's possible the canisters were also deleted. Note the cockpit coaming, again a J.Rutman part, which incorporates a very nice Revi gunsight as a separate piece. The kit parts need a certain amount of modification before the Rutman coaming will fit. Finally, in these views you can see the plasticard cockpit armour sections; templates for these are provided on the Eagle Strike instruction sheet.

Photo **7** is a close-up of the cockpit area, and shows the sliding canopy hood rails, made from square section plastic strip, and the rear decking covered with a thin sheet of plasticard, to hide the kit's canopy slot. In photo **8** we see the underside of the nose with the engine and cockpit installed; dry fitting of the wing revealed some interference from the lower ends of the ammunition canisters, so these have been sanded in this shot. Moving to the other end, photo **9** shows the J.Rutman rudder in situ, as well as the new metal tailwheel fork. Getting the rudder to fit entailed the removal

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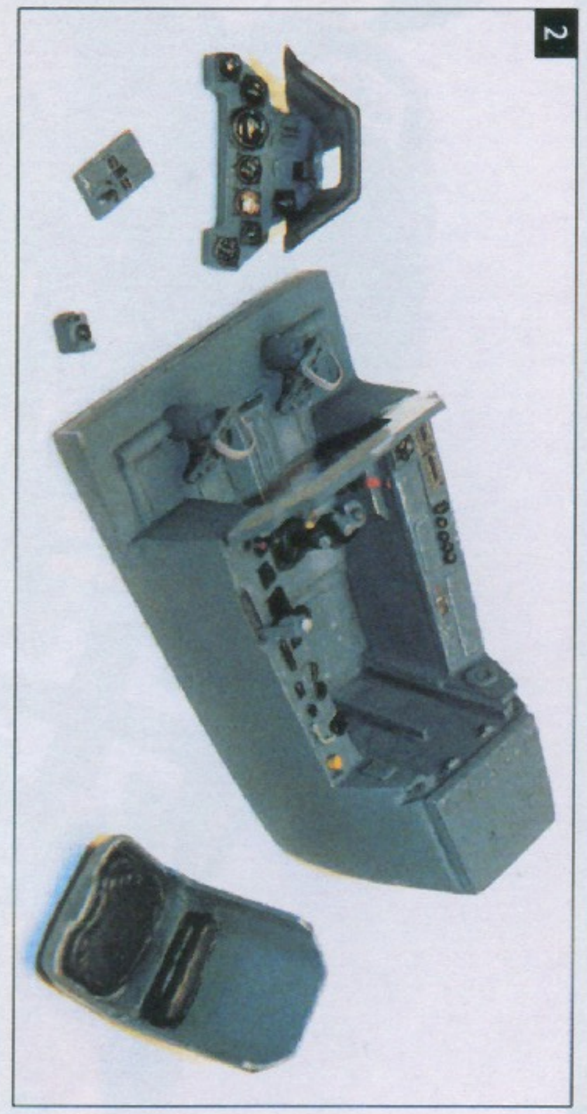
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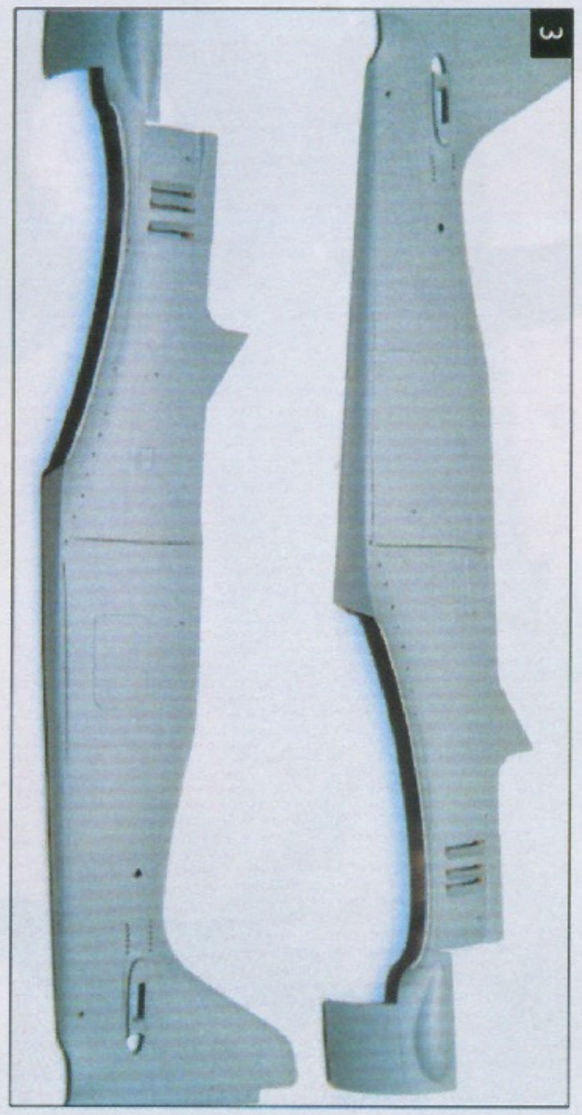
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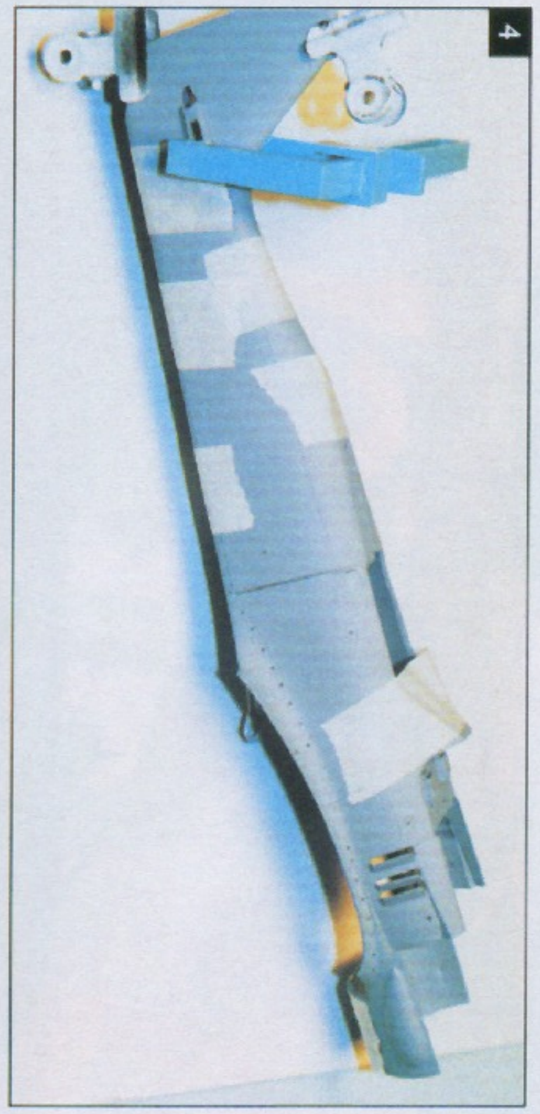
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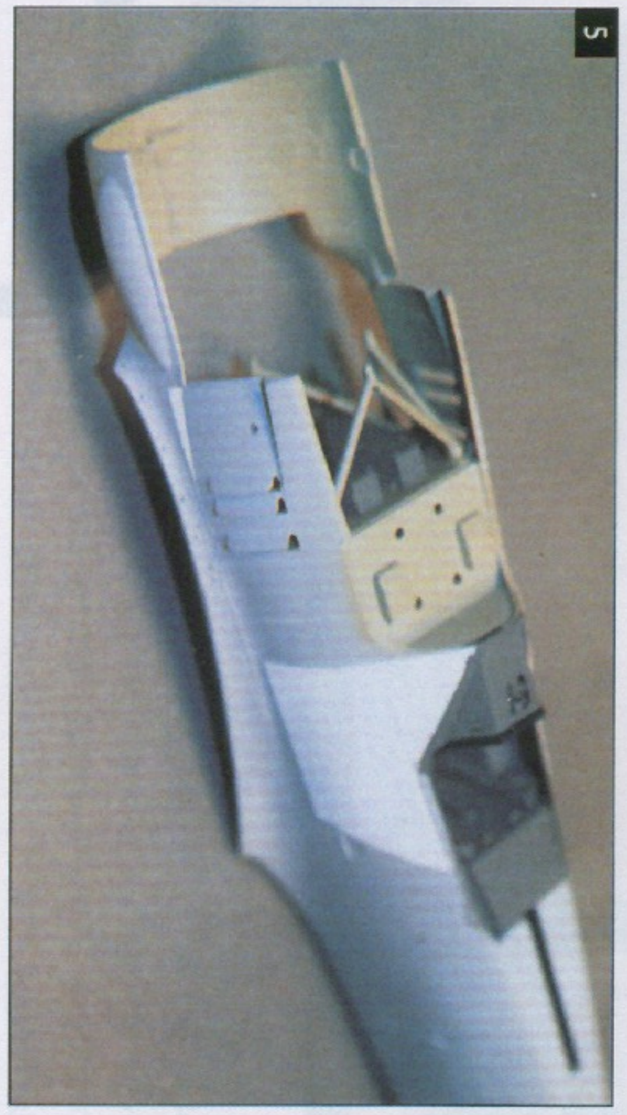
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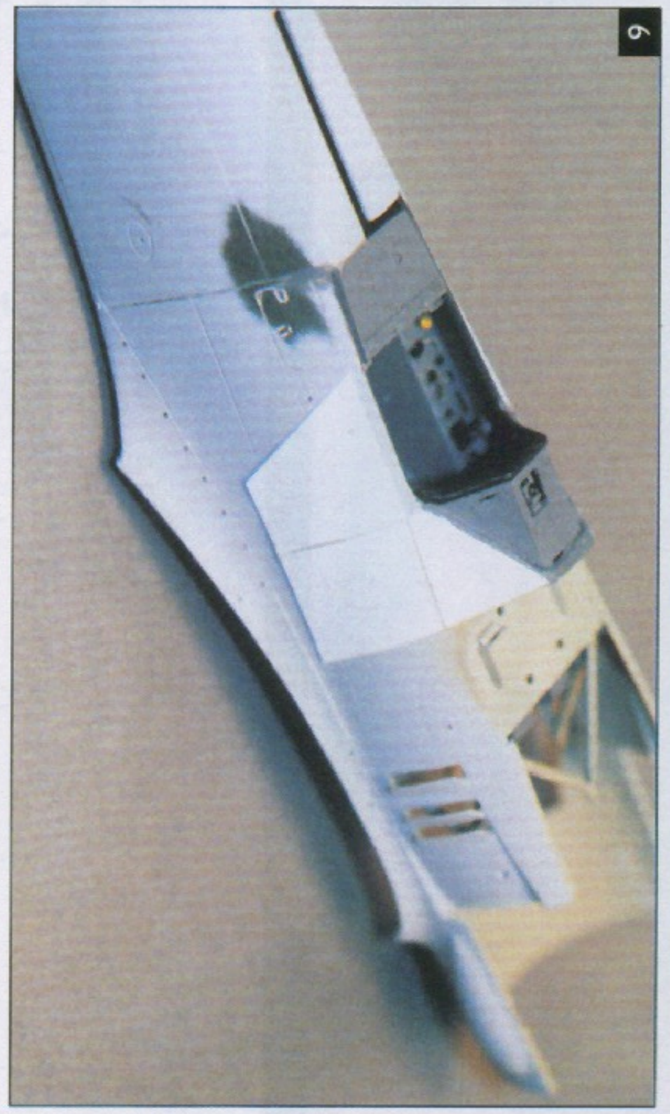
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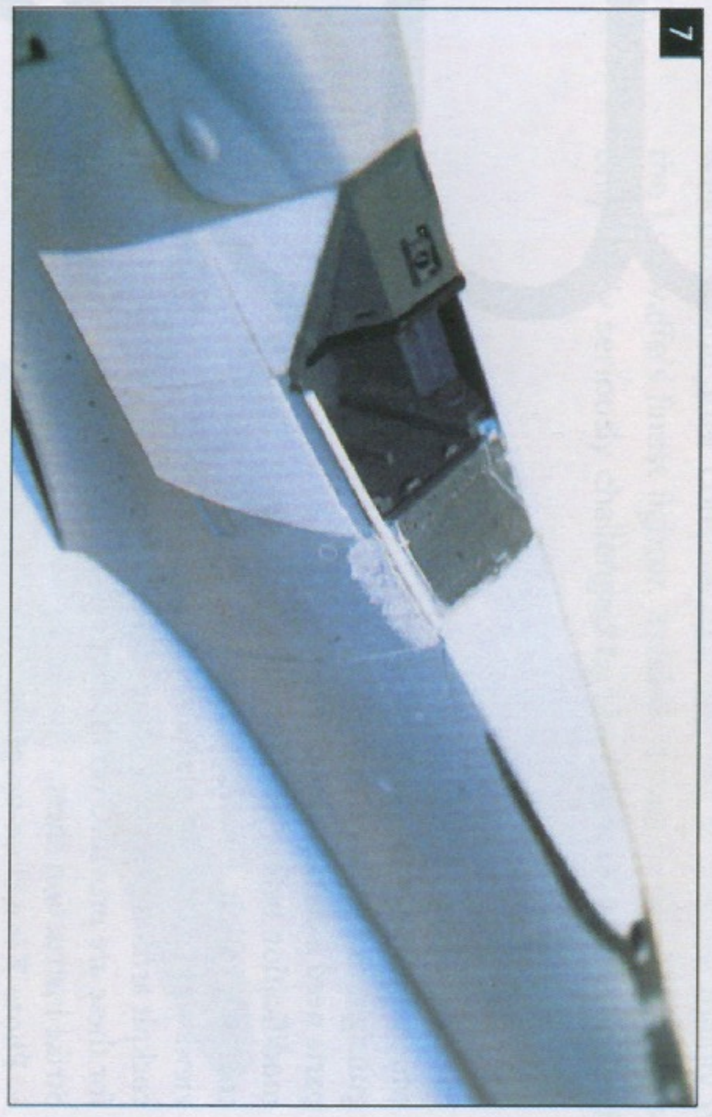
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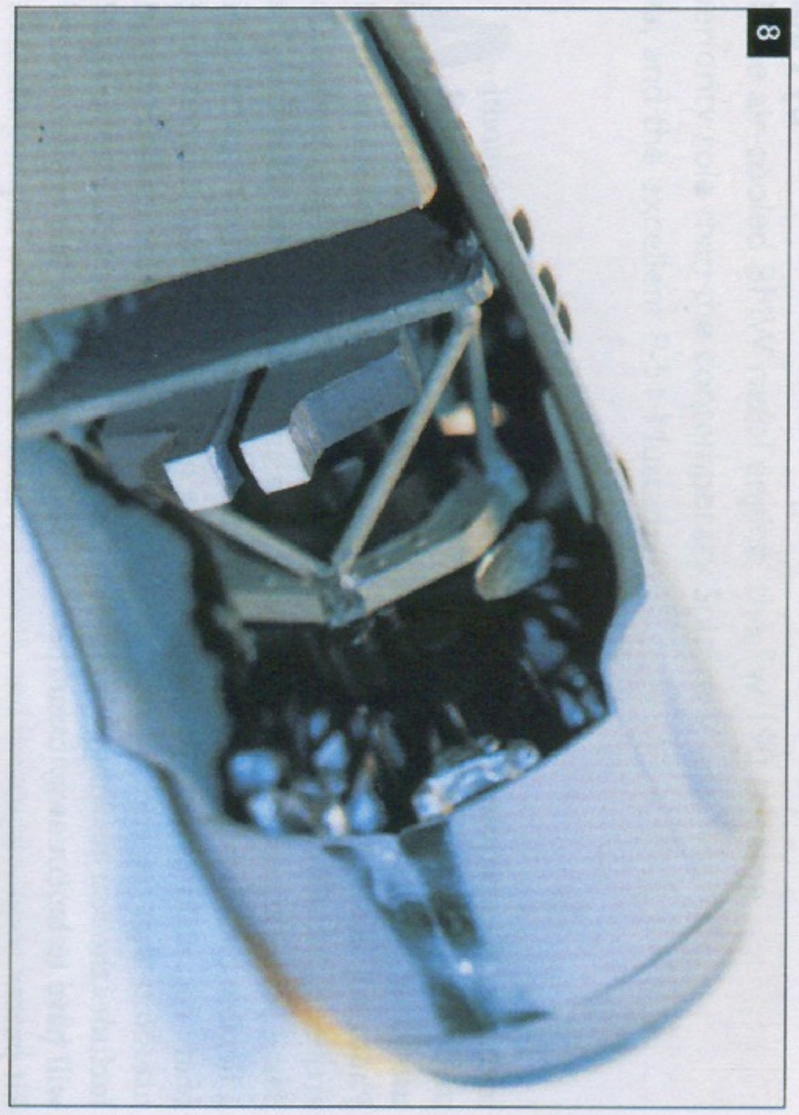
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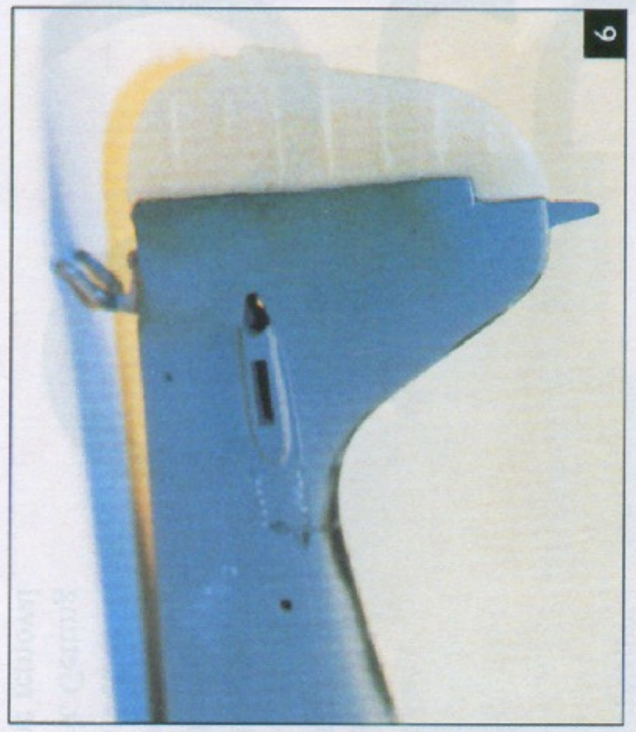
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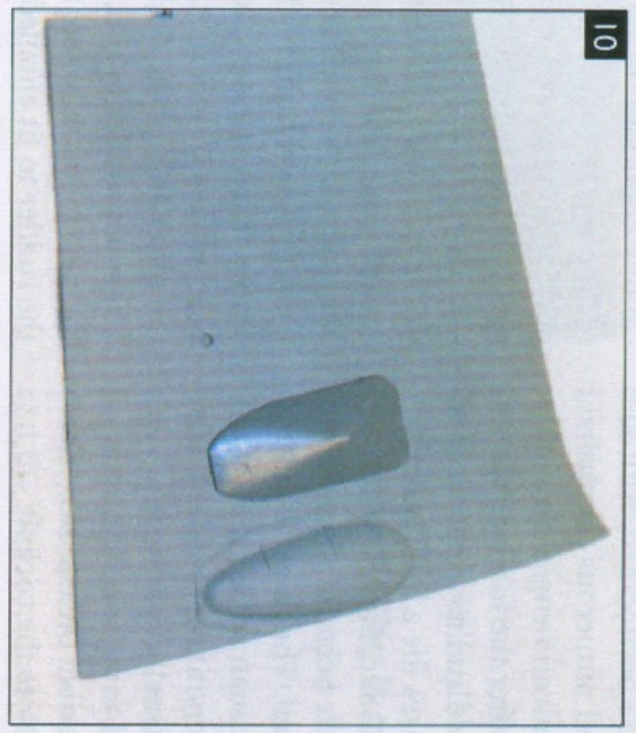
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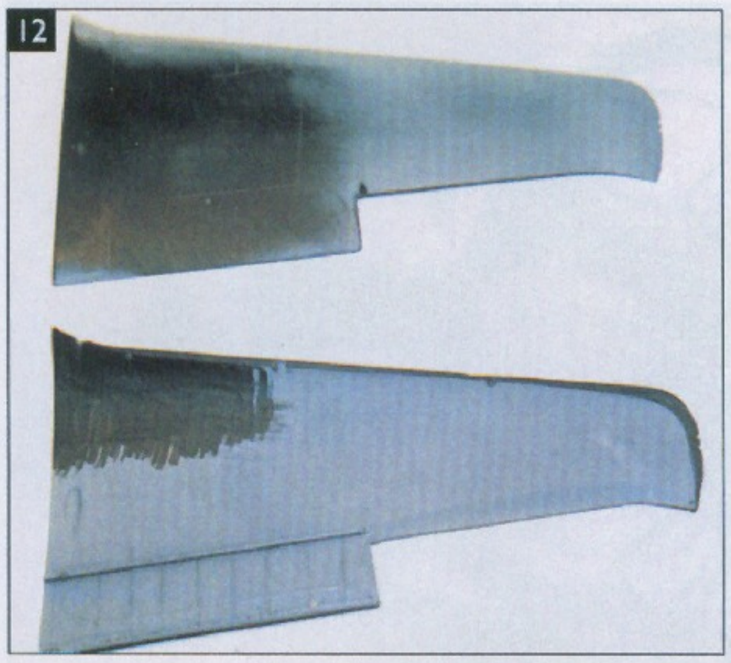
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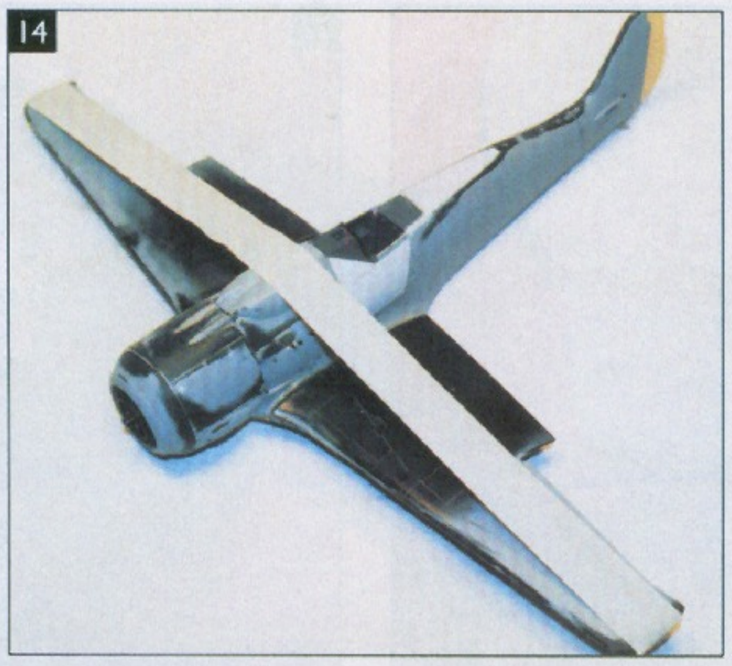
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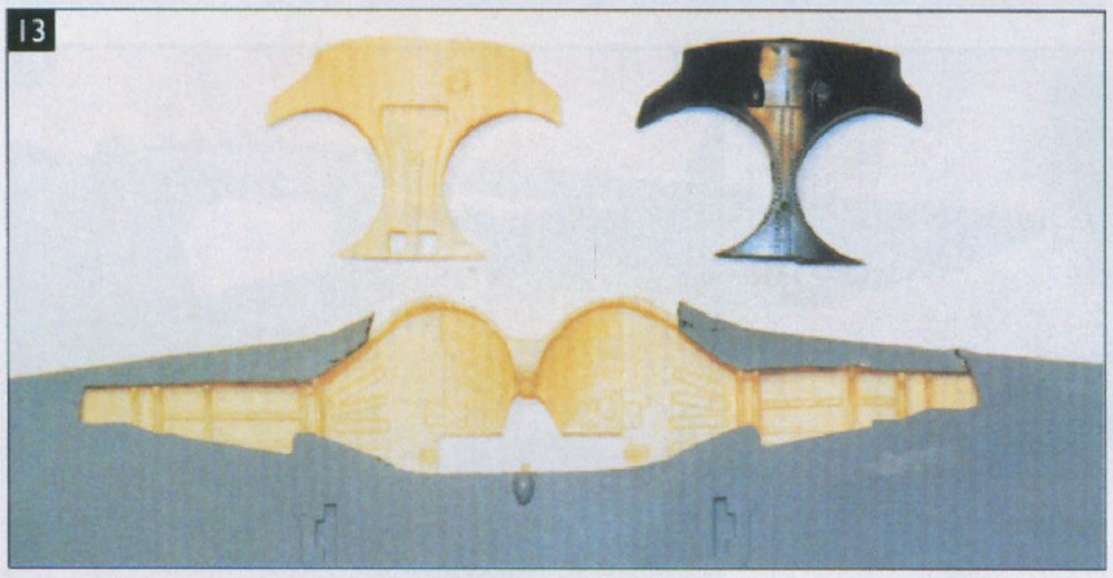
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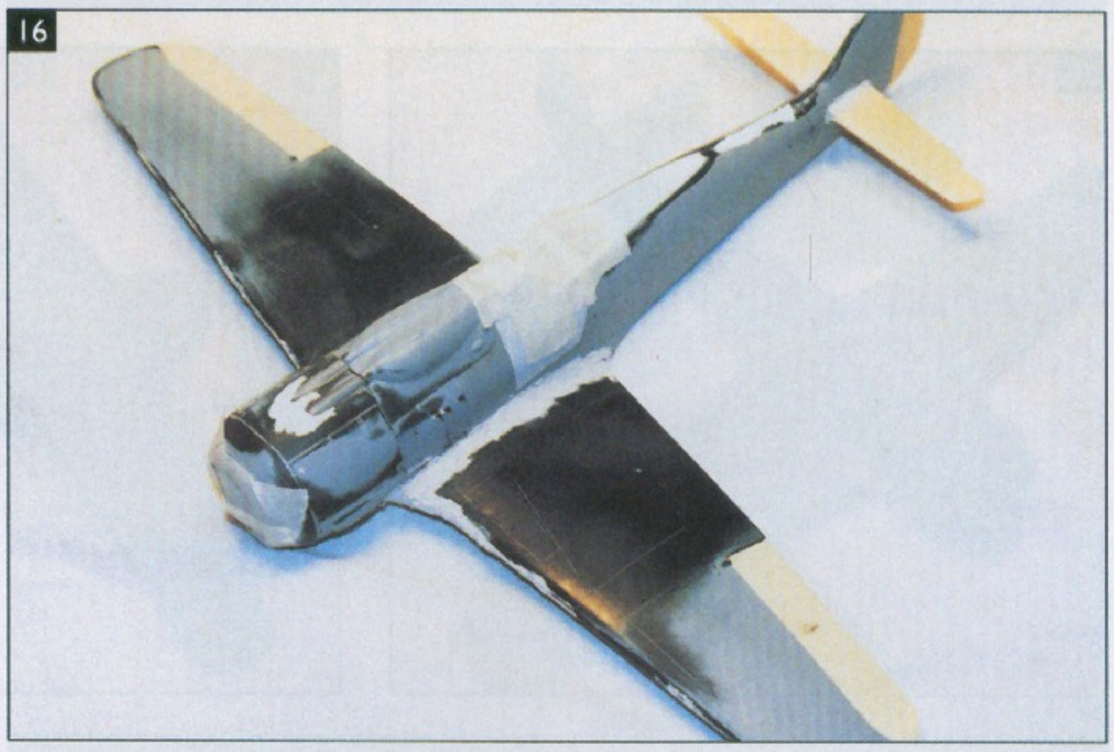
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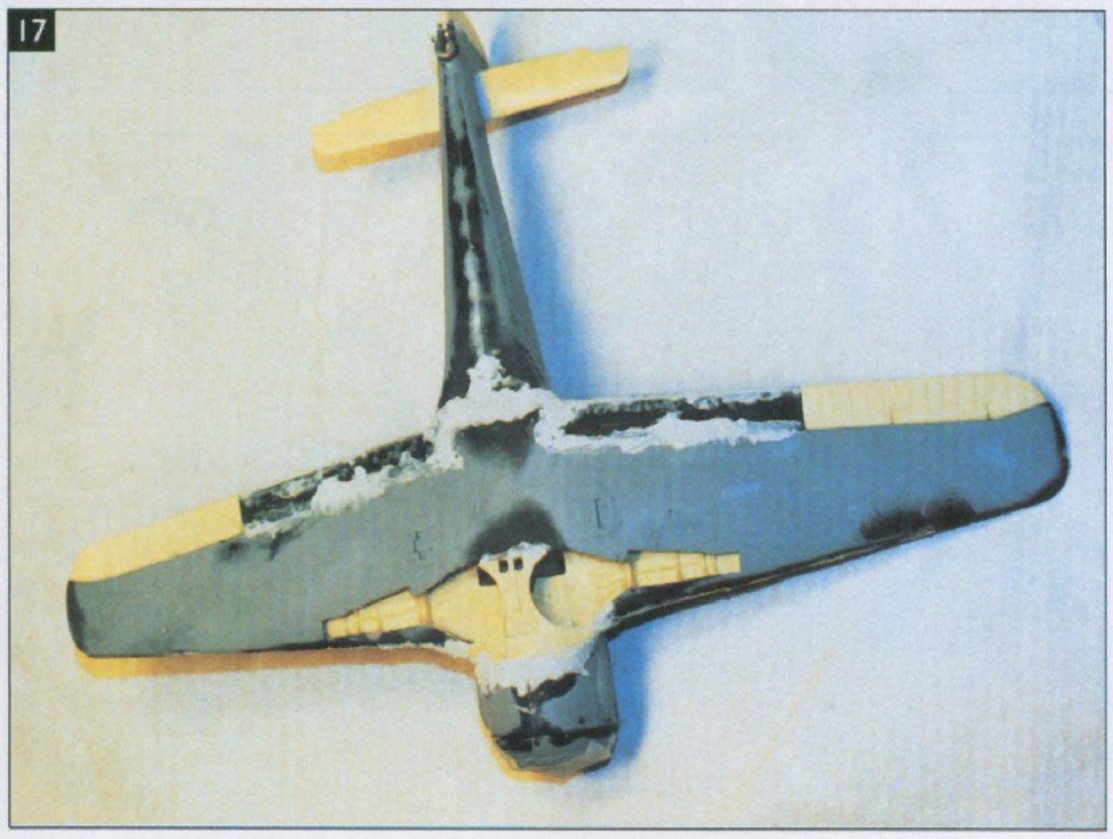
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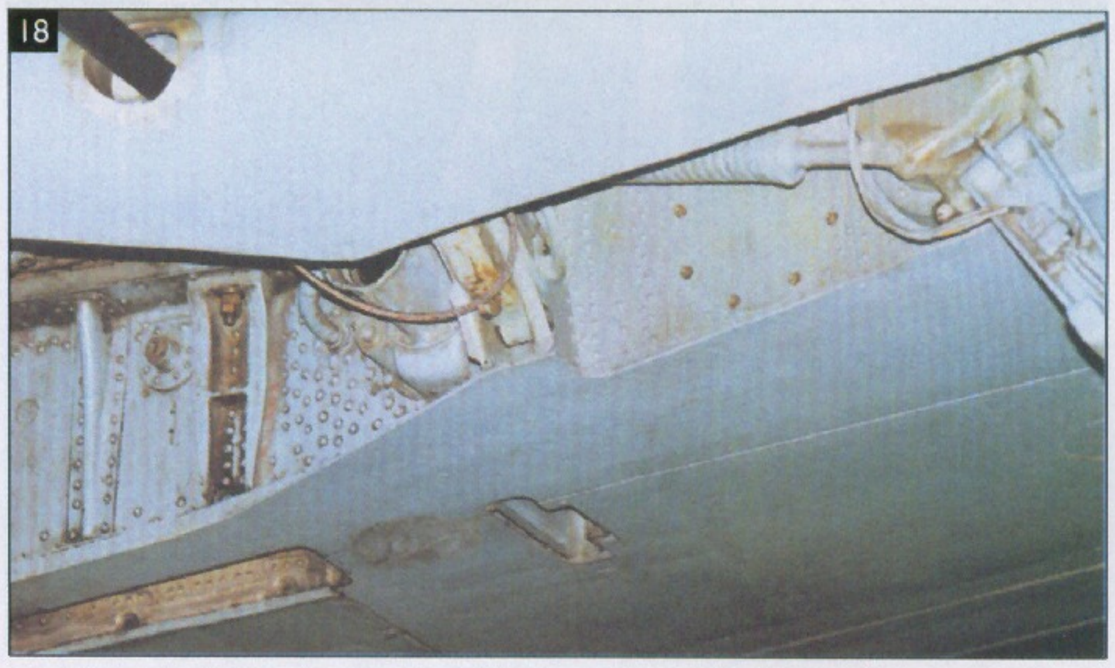
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of a great deal of plastic from the kit fin; note also the aerial mast, soon to be lost forever and replaced with a new plasticard item.

The Wings

This part of the project gave me the most grief by far. Not only was the fit of the kit parts very poor, but the aftermarket parts wouldn't fit either!

In photo **10** you can see the cannon bulge on the kit wing; next to it is a replacement by Cutting Edge; this latter is the right shape, (See photo **11** of the RAF Museum's Fw 190S), but is devoid of fastener detail and an indifferent fit to the wing.

Photo **12** illustrates the upper wings. The top wing has had the inaccurate cannon bulge removed, while the lower part has been scraped out to allow the J.Rutman wheel well insert to fit; even then, I had to remove a great deal of material from the resin insert to get it to fit at all. I emailed Jerry Rutman about this problem, and he was able to confirm that the set I was using was a very early review sample, and corrections have since been made to address the fit problem, so readers who purchase this set should have no problems with it.

Photo **13** shows the wheel well insert in place; still to be added are the cannon shrouds and undercarriage up locks, all supplied in the set. Above the wing is the J.Rutman wheel well correction part, with the Hasegawa part on the right; the differences in dimensions and detail are obvious!

Airframe Assembly

Joining the wings to the fuselage revealed all sorts of horrible fit problems. Photo **14** shows it all held together with tape, to preserve the dihedral and try and close some of the gaps; thick superglue was used for all the major joints. Note the faired over upper fuselage gun troughs in this shot. I had no clear photos of this modification in my references, but did find a shot of the London Science Museum's aircraft (the top half of a Mistel combination, I believe), which appeared to have been modified in a similar way, so I based mine on that.

Photo **15** shows the underside, complete with all the horrible gaps; note the plasticard wedges used to open up the flap areas to give me a fighting chance of fitting the flaps. Even then, I had to fill all around each flap and rescribe its position later, the fit was so bad. The alternative is to display the flaps in a down position, but then you would really need to detail the inner surfaces of the wings and the flaps...

Photos **16** and **17** show top and bottom views after the filler has been applied, once the J.Rutman tail surfaces and ailerons have been installed. Again the kit wings needed to have a lot of material removed before the ailerons would fit neatly. It was at this stage that the project slowed down somewhat (are you surprised?), so for a little light relief photos **18** and **19** are some detail shots of the wheel well area of Hendon's Fw 190S.

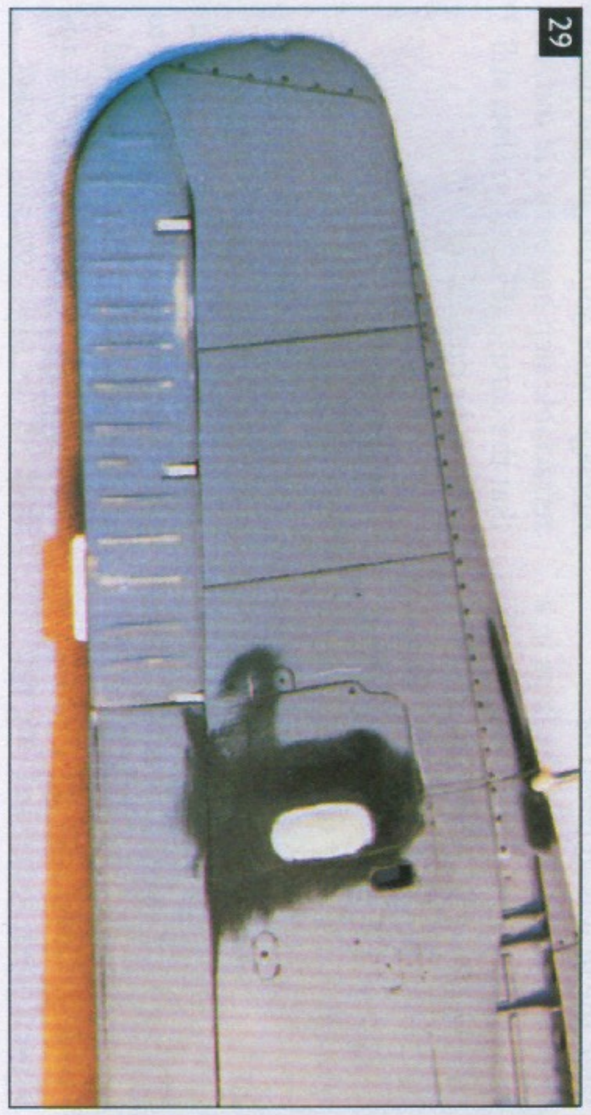
Ah, that's better (See Photos **20** and **21**). After lots and lots of filling and sanding, the model finally ended up in primer, ready for the final scribing of surface detail.

Photo **22** shows this in progress on the underside, with a thick plasticard template in position for the large access panel under the fuselage. Note also the slot for the retractable step has been cut out, and that the cartridge ejection slots still need to be opened up.

The Engine

Having glossed over this part of the project so far, I'd better give it a mention now.

The kit engine is rather basic, and would require a great deal of work to allow a 'panels off' model. I elected to simply add the ignition wiring and drill out the plates on each rocker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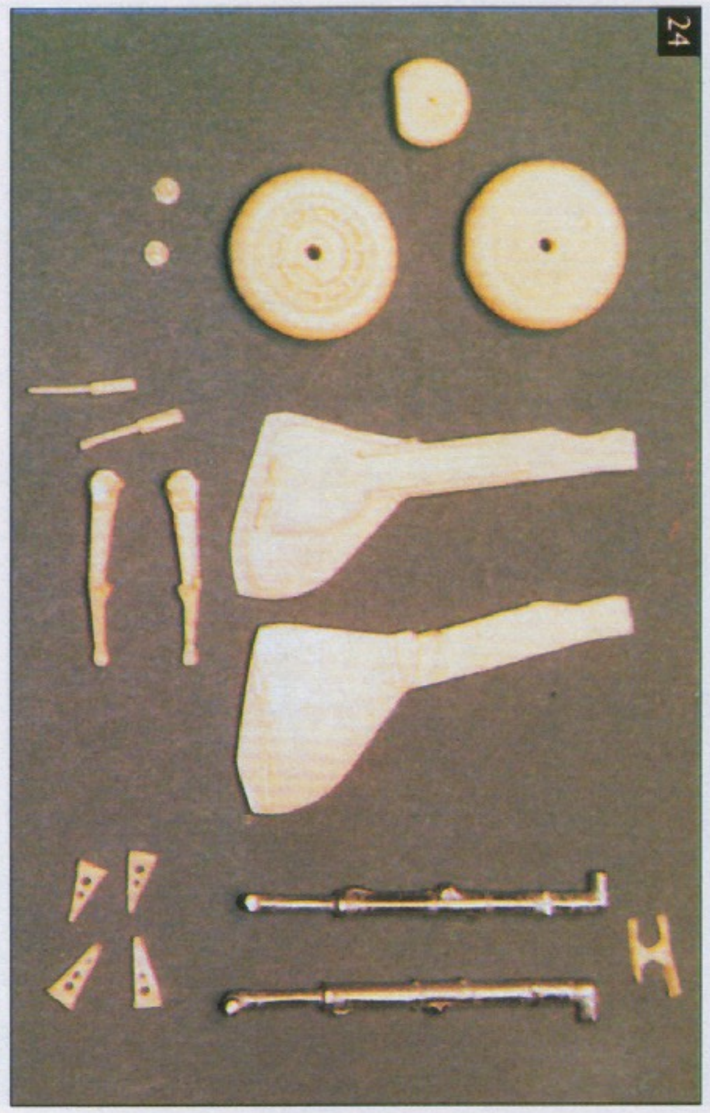
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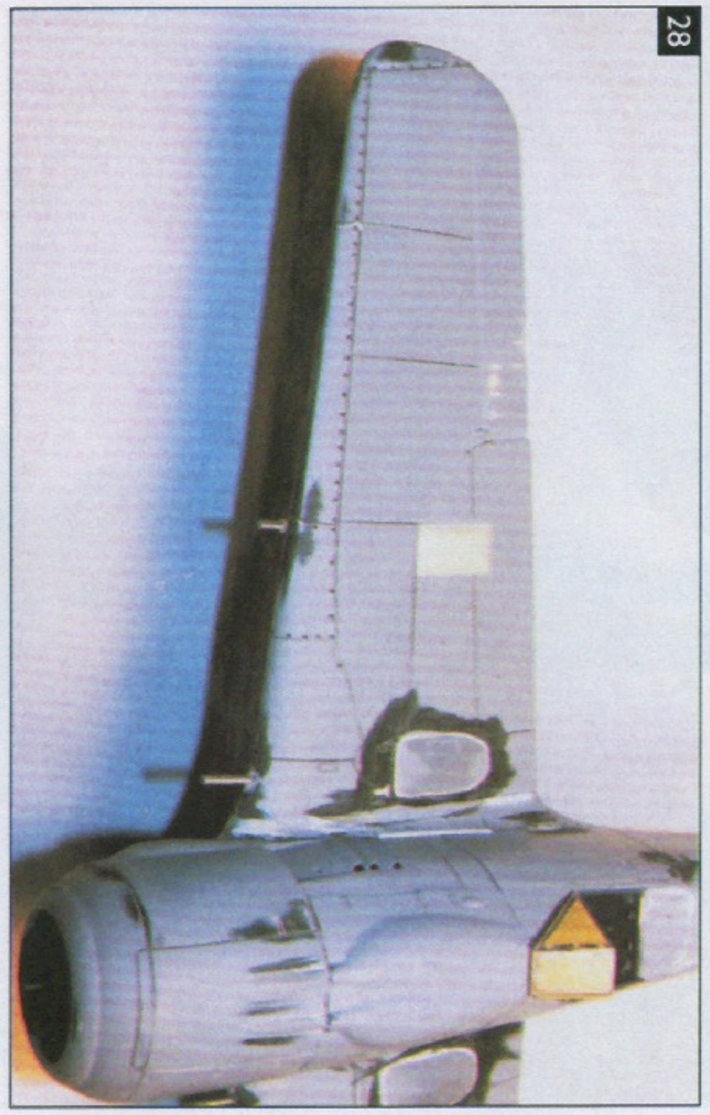
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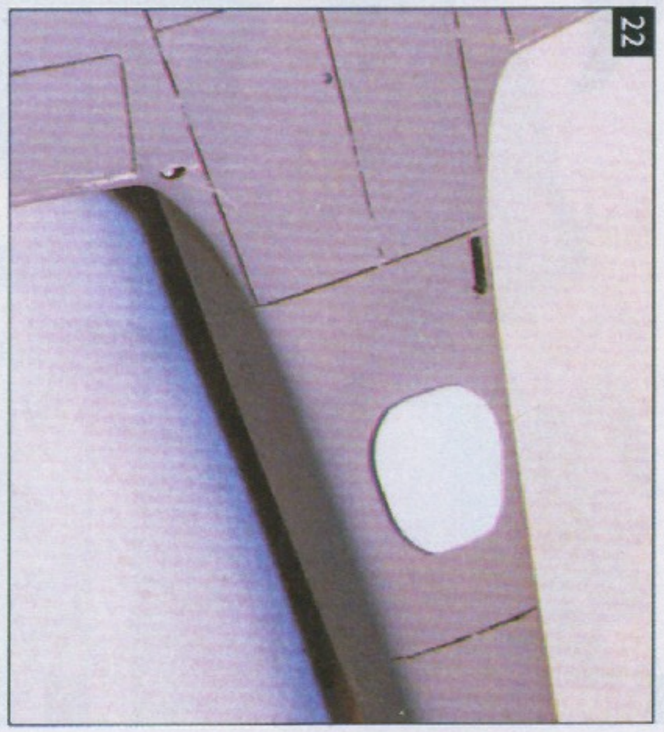
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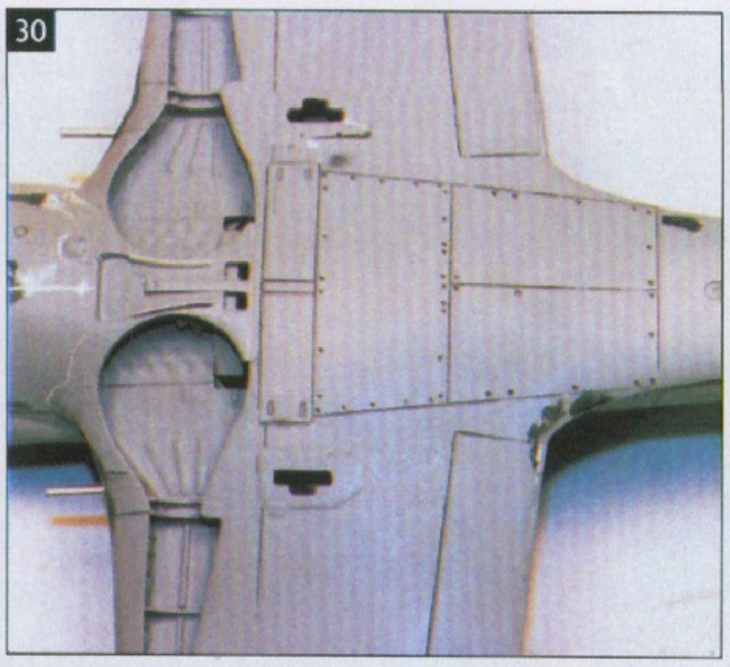
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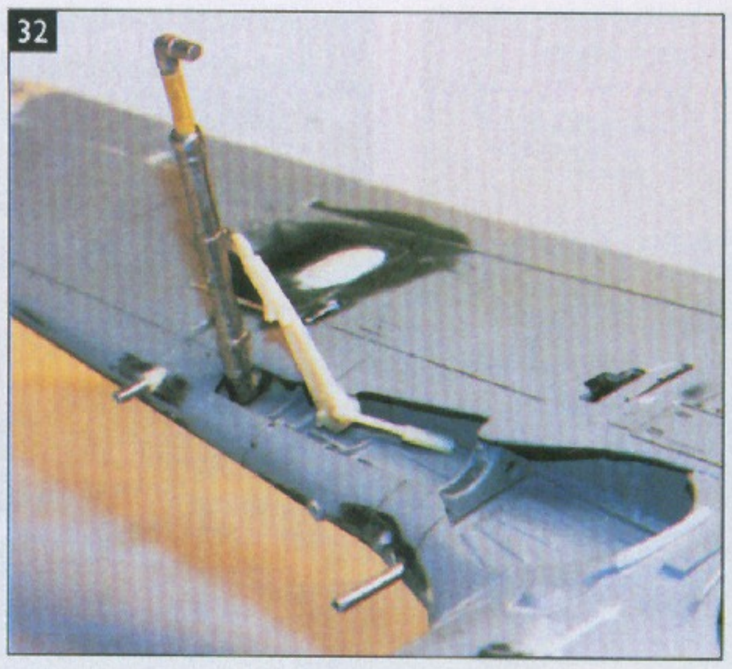
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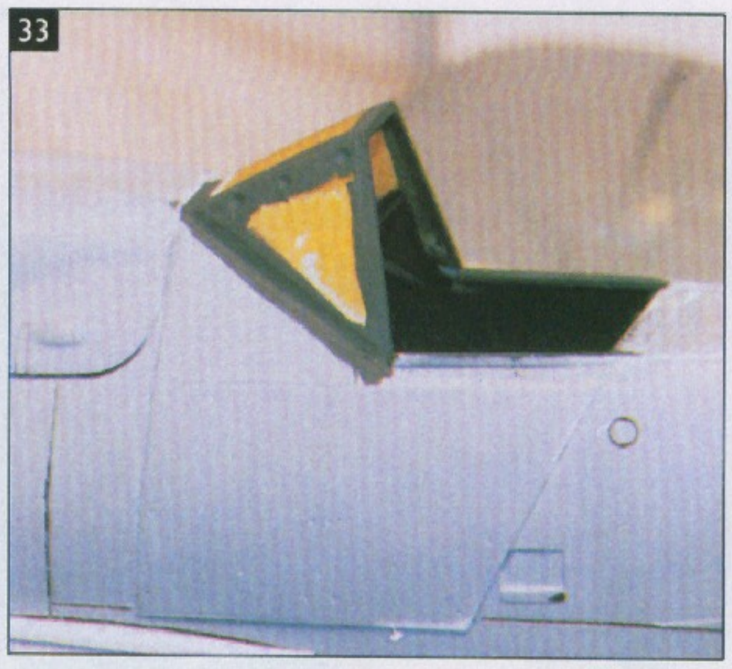
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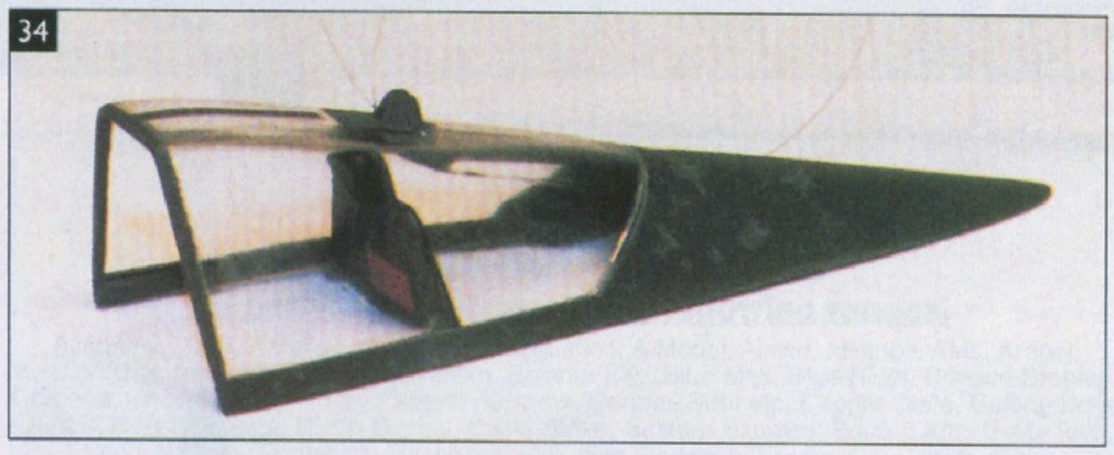
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cover, as well as adding the oil pipes between each rocker cover. Little can be seen through the cooling fan once the engine is installed. Photo **23** shows the completed powerplant. The only other addition I made was the plumbing between the engine and firewall on the port side, as this is visible through the open engine cooling gills.

Undercarriage

This is completely replaced in the J.Rutman set, photo **24**. The wheels are of the later, 'solid' hub type, and the detail on all the parts is exceptional. Photo **25** is a shot of the tailwheel assembly of Hendon's Fw 190S.

Back to the build

Things were progressing quite well now. The close-ups of the cockpit area in photos **26** and **27** reveal the windscreen installation, which has had the frame's fasteners represented by partial drilling. You can also see the Cutting Edge cannon bulges, with attendant filler, and my wing root strengthening strips from plastic strip. Also visible are the MK 108 breech covers from the J.Rutman range, in cream resin. The shot of the starboard wing in photo **28** shows these features again, as well as the scribed and part drilled surface detail. The wing cannon are aluminium tubing, again from J.Rutman, as are the resin MK 108 fairings. Unfortunately, the J.Rutman set does not include the under wing fairings for this installation, so I made my own from pieces of scrap resin, photo **29**. The gun access panels were scribed using the J.Rutman resin panels as guides, although the resin parts seemed a little oversize to me and were cut down a little before use Note also the replacement aileron hinge plates and trim tabs (the resin ones broke off!), and the opened out cartridge ejection slot for the MK 108 cannon.

Photo **30** shows the under side of the centre section, with all the details rescribed. At the inner edge of each wheel well is a thin plastic strip, representing the exhaust guards.

Bits and bobs

I had one of J.Rutman's excellent fuel tanks for use with this project, and here it is assembled, photo **31**. I've added a short piece of plastic tubing to the nose of the tank, and of course the metal strip around the tank should be attached to the ETC carrier in a 'sling' fashion, rather than wrapped around as I've done it here...

Photo **32** shows the port undercarriage in position. I've wrapped some Tamiya masking tape around the oleo section to preserve a nice polished finish after the leg has been painted.

The model was nearing its final primer coat now, and in photo **33** the windscreen is masked and the framework painted in RLM 66; all the rescribing is done, as well as all the various raised plates, strengtheners, etc.

The sliding hood, photo **34**, was completely reworked. The moulded-in flat plate at the bottom of the hood frame was removed, and a new piece of head armour plate made up from plasticard and installed, using the kit's head rest, which I shaved off the kit armour plate. The fit of the clear section to the main hood frame was very poor, so it was installed with thick superglue, then the joint sanded to give a neat finish. Finally, the clear part was sanded then polished with Bare-Metal canopy polish. In the photo you can see the aerial wires, made from smoke-tinted invisible thread, ready installed.

Paint and decals

I followed Eagle Strike's instructions for the colour scheme. Lixfeld's Sturmbock was finished in the standard day fighter scheme of the period, that is RLM 74 and 75 upper surfaces, with RLM 76 under surfaces. However, much of the fuselage was oversprayed with a

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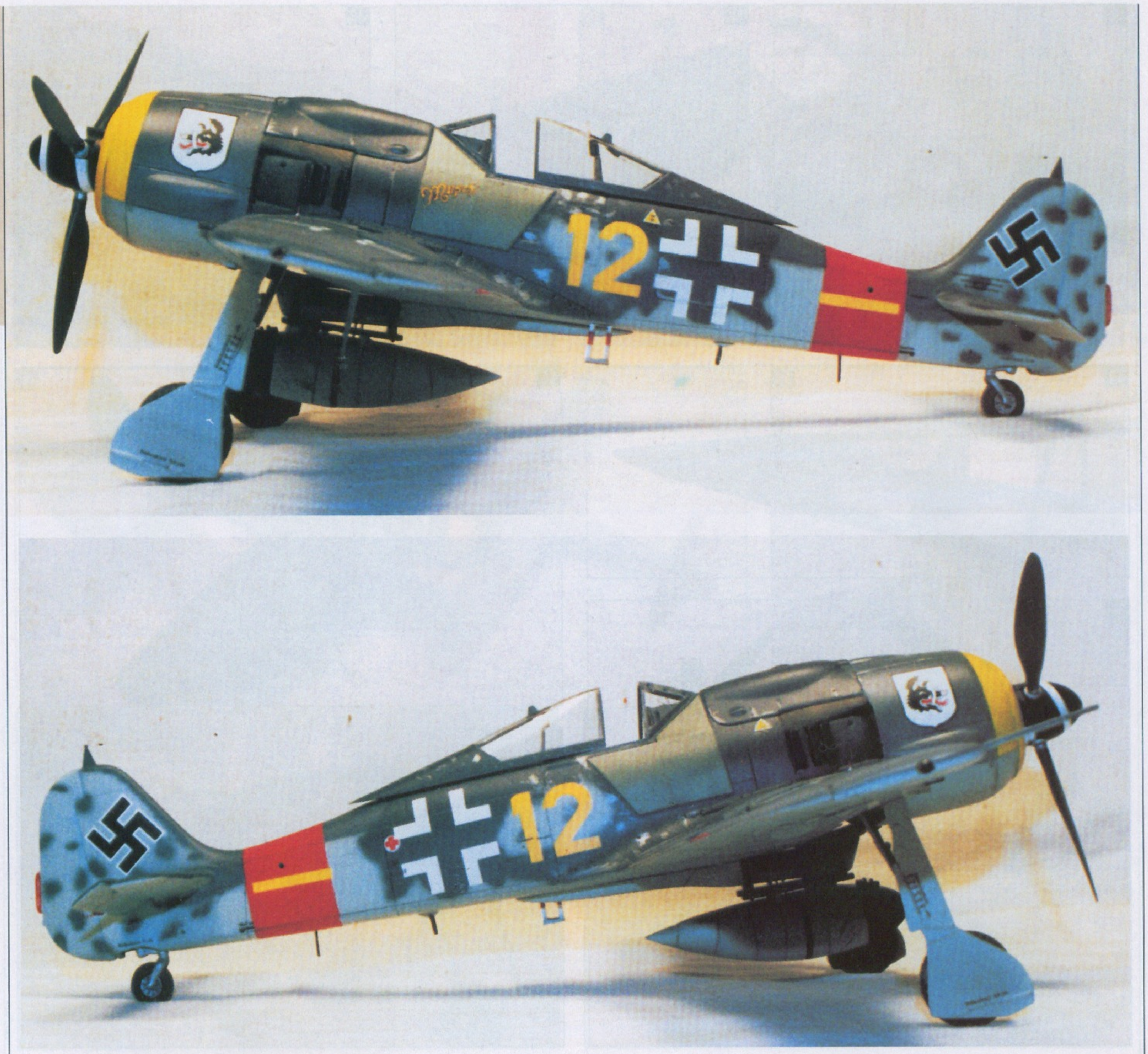

darker colour, possibly RLM 66, and the armoured cockpit panels were RLM 02. These were the colours I used on the model, all coming from the Lifecolor range of acrylics. Having given the model a couple of coats of Halfords clear lacquer, I proceeded to apply the excellent Eagle Strike decals, which went on with no fuss whatsoever. No stencils are supplied with this sheet, so a Revell Fw 190F-8 kit was raided for its decal sheet. Panel lines were emphasised with a fine propelling pencil.

Photo **35** shows the model at the end of the decaling stage, awaiting its final varnish coat; for this I used a 50/50 mix of Humbrol Satin Cote and Matt Cote. At about this time I found an excellent reference for this very aircraft on the internet (see references), and I discovered that the red fuselage band should be wider than depicted on Eagle Strike's instructions; this was amended accordingly, as you'll see on the photos of the finished model. I was also able to replicate the very weathered finish of the original, as well as discovering that many of the fuselage stencils I'd painstakingly applied to my model were absent on the original aeroplane...

Sturmbock Finished!

Photo **36** offers a close-up of the front of the finished model. The prop and spinner are J.Rutman items, and you can see the late style wheels from the same manufacturer. I've added some bracing rods to the drop tank support, as well as the two fuel lines going up into the ETC carrier.

Photo **37** is the underside of the finished model. The eagle-eyed will note that I've installed the undercarriage up locks the wrong way round... Weathering has been achieved with ground pastel chalks and Xtracolor Exhaust. Moving further along the fuselage, the aerials can also be seen in photo **36**. The loop aerial was made from a short length of brass fret, while the rod aerial is a length of plastic rod.

The remaining photos offer various views of the finished model.

Conclusion

I think it would be fair to say this was one of the most trying projects I've ever undertaken! The poor fit of the kit parts, combined with the strange plastic quality and large amount of surgery required, challenged my patience over and over again. However, the J.Rutman parts have transformed the model, and I love the finished article; it looks every inch a Sturmbock 190. I have to wonder if Tamiya will follow their forthcoming Fw 190D-9 with an A series variant, but if so I'll be comforted by the fact that my model was done the hard way!

Paul Lawson

Postscript
Bobo of www.jg300.de was able to confirm that Uffz. Paul Lixfeld was shot down on 17.12.1944, although while flying Fw 190A-7 'Yellow 8', not the subject of this article as suggested by Eagle Strike. At the time of his loss he had two kills to his credit.

Thanks
To Jerry Rutman for supplying the excellent range of accessories, and to Paul Lister for once again allowing a large part of his reference library to take up temporary residence at my home!

Note: J. Rutman products are only available directly from the manufacturer due to the nature of their production and the limited stocks he can therefore produce. For more details contact him directly:
J. Rutman
HC88 Box 38, Pocono Lake,
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References

- www.jg300.de - an excellent website devoted to JG300, which includes many original photos of JG300 aircraft and personnel
- Scale Aircraft Modelling Vol 23, Number 1 - excellent article by Neil Page on the Sturmgruppen
- Focke Wulf Fw190 In Action - Squadron/Signal Publications
- Focke Wulf 190 - Aero Series No.18
- Scale Models, May and June 1978 - contain excellent articles and scale drawings by Arthur Bentley
- Fw 190 Aces on the Attack: Osprey Aviation/del Prado Publishers No.6

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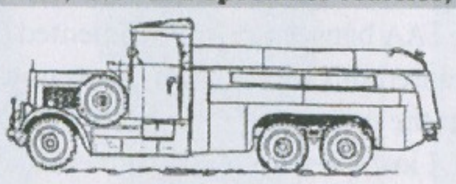

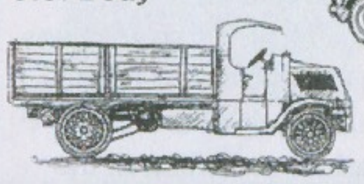

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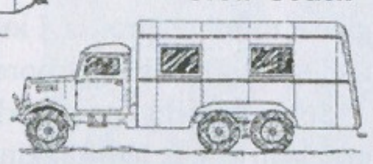

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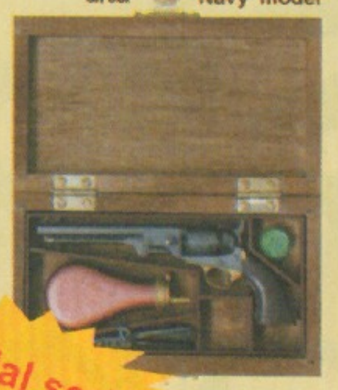

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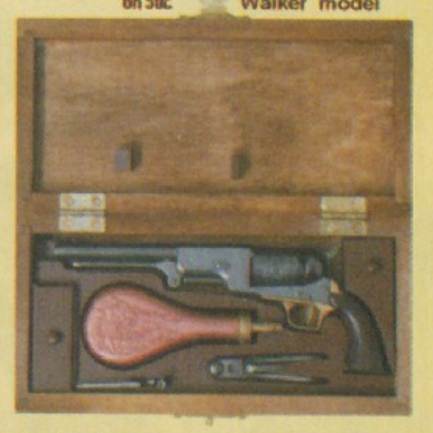

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The problems and pitfalls involved in modelling the Sea Hurricane in 1/72 scale

When is a Hurricane not a Hurricane? Seemingly, when it is operated by the Royal Navy. That such a legendary and well-documented machine could have a fairly prominent part of its service marginalised seems strange, until you realise that it has happened to the Seafire as well. Perhaps it is the stopgap nature of both the Sea Hurricane and the Seafire's respective histories that has caused this to be so? Or perhaps the story of the Battle of Britain is so well known as to eclipse all other aspects of their careers? Whatever the reason, the naval escapades of The Few seem to have inspired little in the way of attention from model manufacturers over the years, and it is only comparatively recently that kits and accessories have come on to the market.

The approach

I was first drawn to the Sea Hurricane when the Revell Mk IIc release coincided with my happening upon an article in a magazine on the Shuttleworth Collection's restoration of a Sea Hurricane Mk Ib in markings relating to Operation Pedestal, one of the aircraft's most famous actions in World War II. The prospect of the distinctive hump-backed fighter in naval markings, with a tasty yellow fin to boot, rekindled my never quite dormant affection for British naval aircraft and prompted me to set aside the ambitious project to model the entire contemporary RAF in favour of obscure things with hooks. Not my first tangle with the Fleet Air Arm either, as a whole succession of unsuccessful attempts at the Revell/Frog/Novo Skua will testify. But that is another story. How little I realised what a can of worms I was about to open.

Being, as I have suggested, more in tune with the pointed grey objects that fly out of Leeming than anything else, it was with more enthusiasm than experience that I approached the subject. I acquired the Revell Sea Hurricane Mk IIc kit, and bore it home, with an Eduard brass set for the cockpit as well, intending to do my utmost on this first venture into a new field. I had, hitherto, eschewed Bf 109s, Spitfires, and the like, as being a subject done too well and too often by others to excite my interest.

Here, though, there was an element of the unusual to add spice to the project. Consequently, the idea that the differences between an eight-gun Sea Hurricane Mk Ib and a cannon-armed IIc might be at all significant had simply not occurred to me. It was only after a glance at the colour options provided with the kit, sadly lacking 'Pedestal' markings, had prompted me to examine the many variants of Sea Hurricane flown by the FAA between 1941 and 1944 that I realised this was not to be a simple 'open the box and glue it together' project. I lost interest and went off and built more Tornados.

Some months later, Mark Stanton's article in Vol. 6, No. 6 rekindled my interest in the idea. His 1/48th scale Mk IIc conversion whetted my appetite again, and out came the Revell kit. The salty shades of grey on the machine spoke volumes, and like the Sea Hurricane itself, with the exception of the Mk Ia which I was subsequently to learn lacked arresting gear, I was hooked.

Researching the project

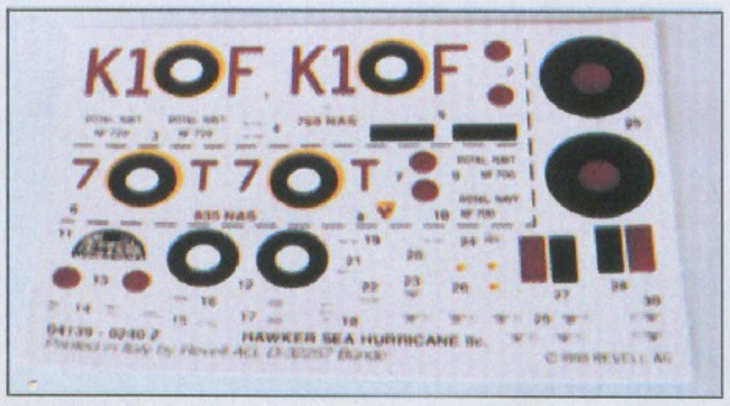
After an initial success with the Revell Mk IIc kit, my appetite for the type was so swollen that I hurled myself into the task of researching further variants. The prospect of cross kitting with the now available Revell IIb provided further impetus, and I threw myself into the task with an interest normally reserved for the task of painting and finishing.

Research I find a chore, and I prefer ready-made after market decal sheets with everything provided than the kind of conundrums I was about to stumble upon. Before very long it became apparent that there were a lot of grey areas in the Sea Hurricane's documented history, and more than a few areas upon which informed sources were in profound disagreement. However, so great was my enthusiasm by now for the machine that I decided to embark upon the task of modelling all the major variants in 1/72nd scale. This is a job still in hand, and at the time of writing only partially complete, but in the interests of assisting other enthusiastic non Hurricane-literate amateurs who should decide to look into the matter, here is a brief summary of the main types, and a sample of the kind of problems I was forced to contemplate.

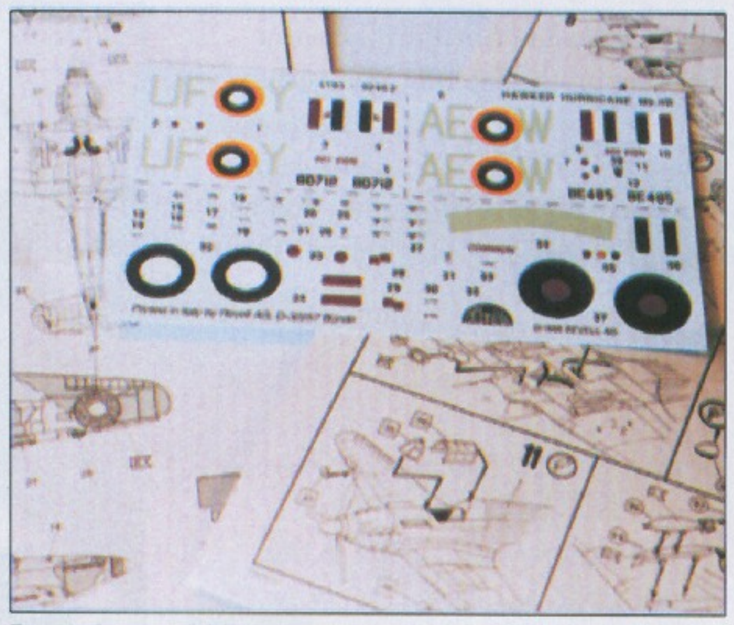
Sea Hurricane Mk Ia

The first Hurricanes fitted with dedicated naval equipment were those designed to operate from the CAM ships. Catapult-operated for Atlantic convoy protection, these were not intended to land on ships, and hence carried no arresting gear. The pilot was obliged to ditch, or make for the nearest landfall if this proved an option. Catapult spools and slinging hooks were fitted. Here I came upon the first research problem. What are slinging hooks? What is their precise

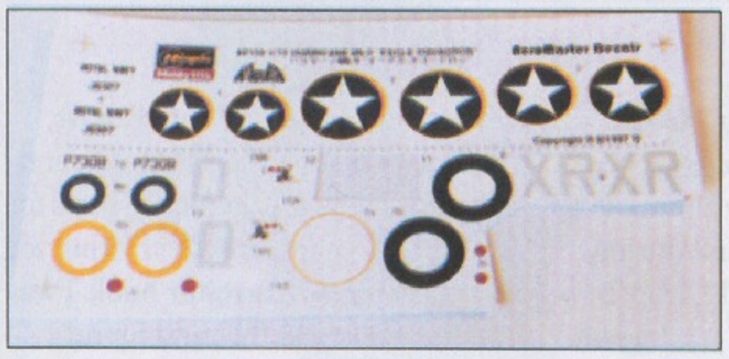
Getting started with the Revell Hurricane Mk IIb



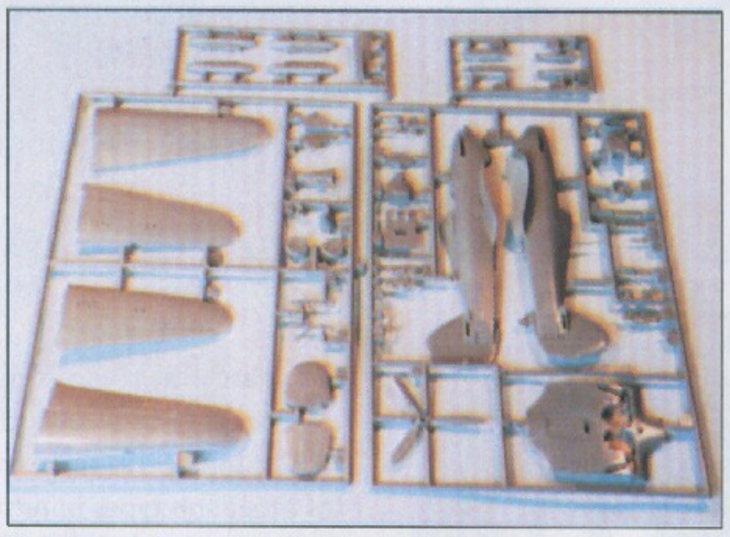
The decal sheet from the Revell Sea Hurricane Mk IIc



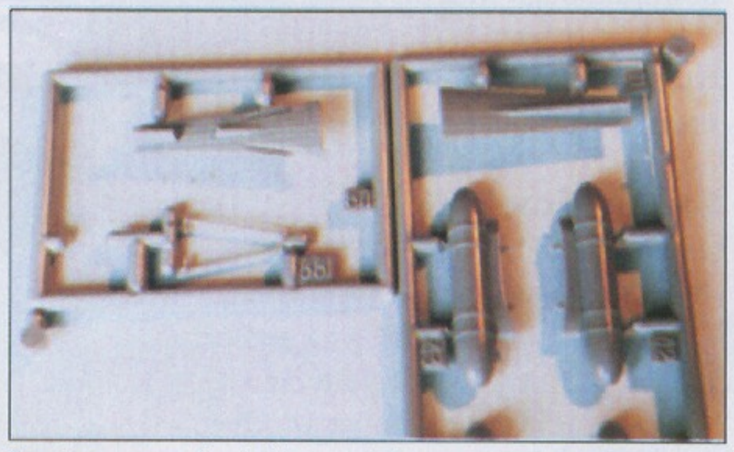
Decals for two RAF options with the Revell Mk IIb. Stencilling is comprehensive but prone to silvering



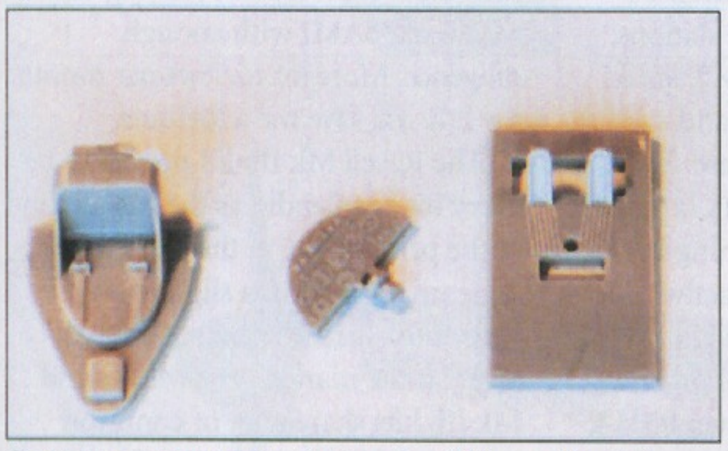
4. Hasegawa decal sheet. The decals were excellent, but at the price they jolly well ought to be



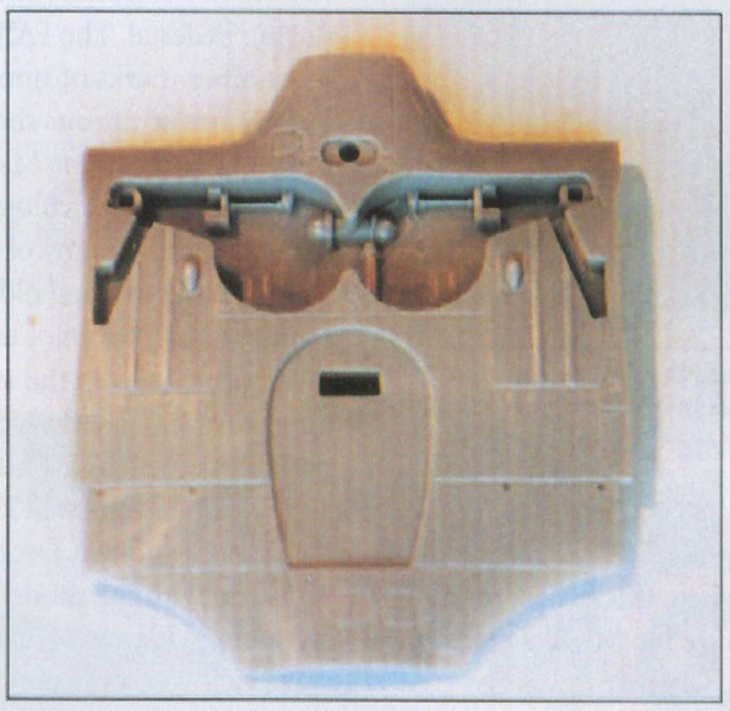
Parts layout for the Mk IIb. The bombs are excellent, and will be useful in a world bereft of WWII stores



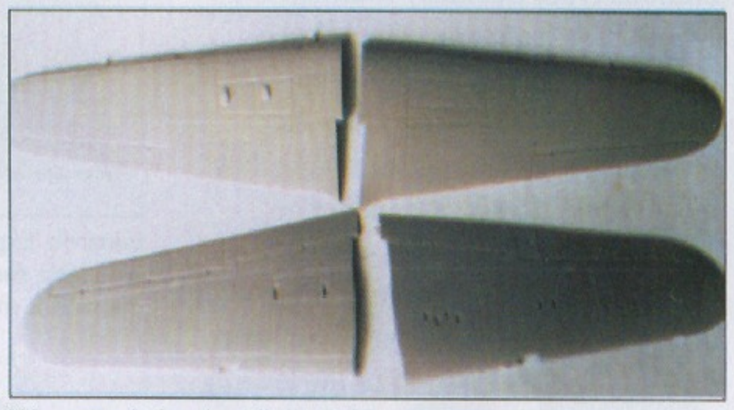
Fuselage inserts for (left) the Mk IIc and (right) the Mk IIb



Cockpit components for the two Revell kits are identical

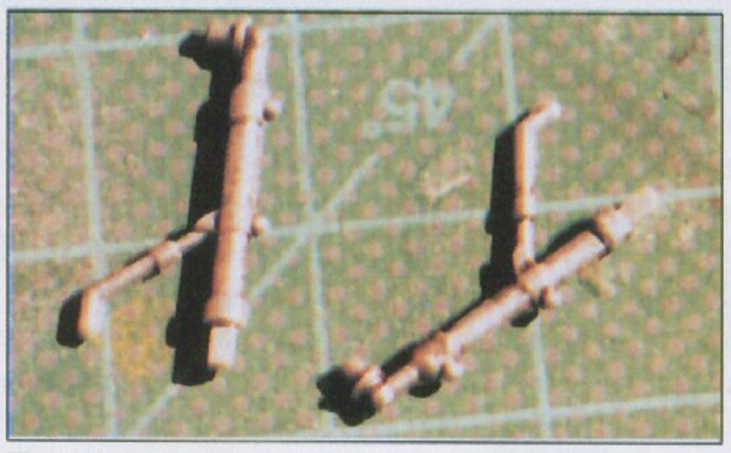


Underwing centre section. The wheel well detail is good and needs no addition

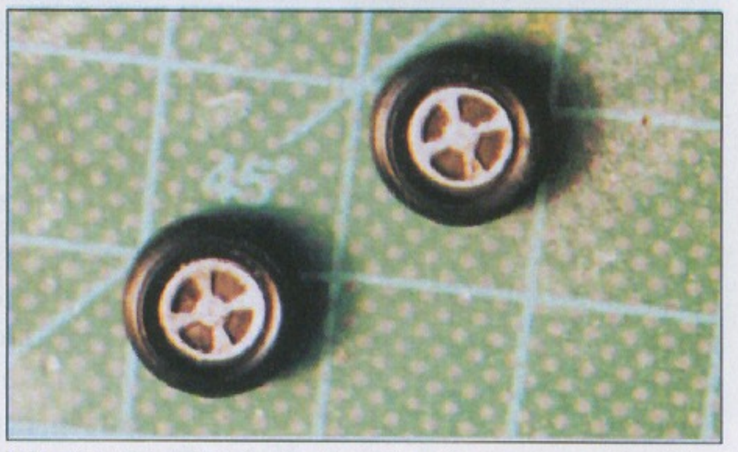


Wing panels for the Mk IIc (left) and (right) the Mk IIb

Filling the panels and spent cartridge chutes on the twelve-gun wing



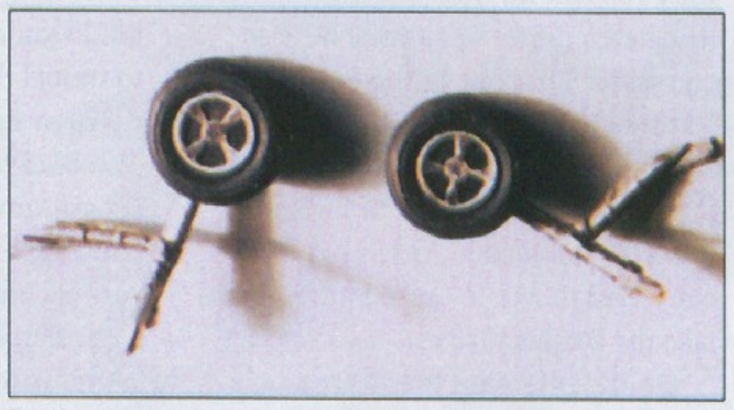
The undercarriage legs are well made, and benefit from a careful wash in black oil paint



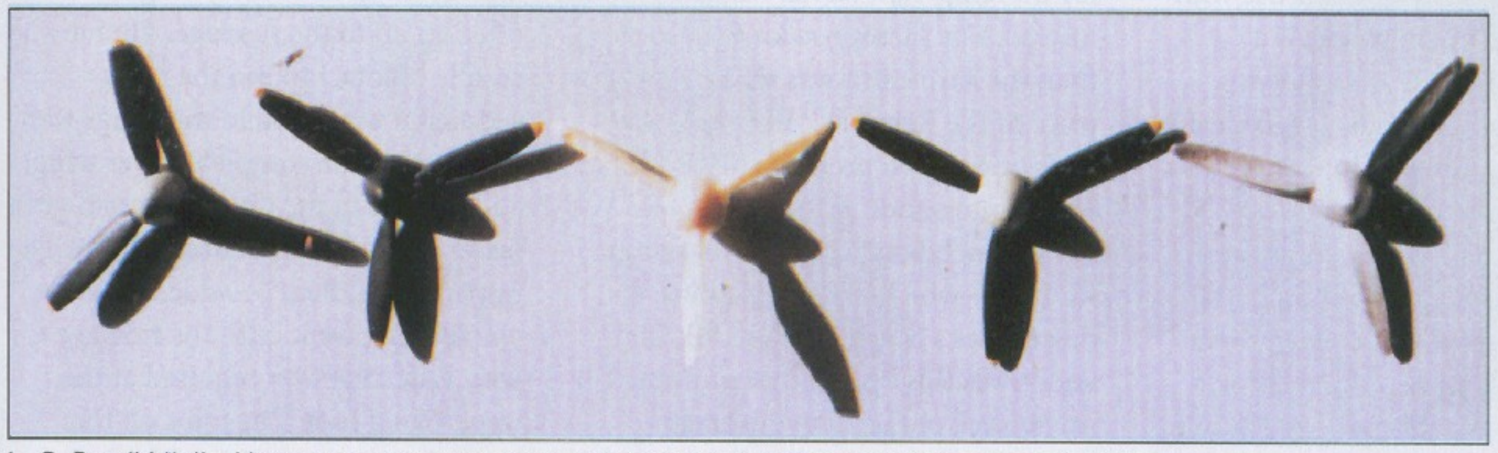
Wheels were painted using the Eduard's express masks with greater success than the canopy

Undercarriage doors given a wash with oils

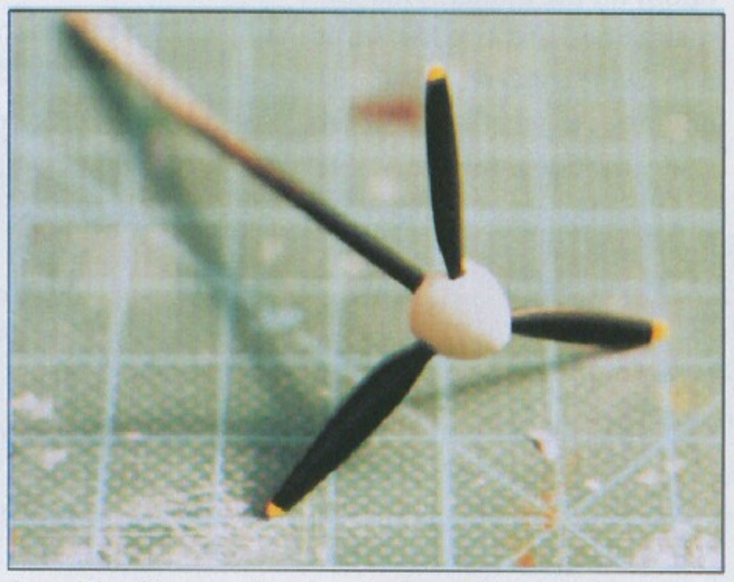
Revell kit prop and spinner (left) and Aeroclub white-metal example (right)



Finished undercarriage assemblies



L –R: Revell Mk IIc, Hasegawa, conversion parts, and Aeroclub (prepped and raw) props and spinners



Aeroclub white-metal prop and spinner after painting

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appearance and function? Lengthy searches on the Internet, and various libraries proved unhelpful. The catapult spools proved no problem, as Mark Stanton's 1/48th conversion had them, and I was able to replicate them from the tiny picture of the resin components. SAM Publication's Datafile 2 also has a drawing, but the slinging hooks remain a mystery. None of the pictures I found of operational machines were very helpful.

The IA conversion is still in the pending pile, as I have as yet been unable to find accurate drawings of the catapult from which it would have flown, although with the recent release of a decal sheet in 1/72nd featuring the type, I may well simply build one sitting on its undercarriage.

Production line underway

Sea Hurricane Mk Ib

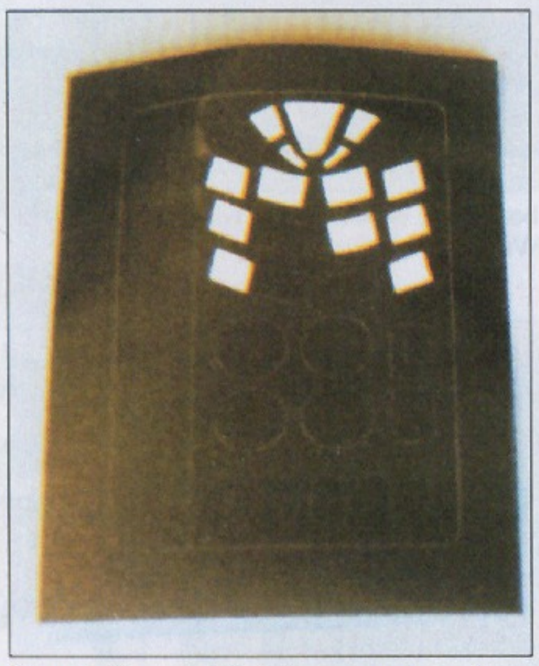
A much more interesting prospect, fitted with an arrestor hook, catapult spools, those wretched slinging hooks, which I so far choose to ignore, and a de Havilland pointed spinner, which is a vast improvement on the more bulbous types normally found at the Hurricane's front end. The Mk Ib generally had an eight-gun wing, although machines were converted from such a wide range of marks that it is hard to identify a standard specification. One source describes the Mk Ib as 'any Sea Hurricane fitted with arresting gear whose wing armament does not extend forward of the leading edge.' These were the machines that took part in Operation Pedestal, and also Operation Torch, another significant campaign in the Sea Hurricane's story.

Sea Hurricane Mk Ic

Like the Kraken, the Leviathan, and Porphyry the killer whale that haunted the Mediterranean during the Emperor Claudius' time, the Hurricane Mk Ic is a beast the existence of which is uncertain. Two of my primary sources maintained that at least 100 Mk Ics were converted, and that half a dozen squadrons were so equipped. That one of these sources featured an exhaustive database of Hurricane deliveries and conversions in which I was only able to find four definite references to machines converted to Mk Ic caused me to try to take the matter further.

On the Internet I found an article by Paul Fontenoy that cast serious doubt on the matter. This piece maintained that five Mk Ics at the most were converted, and cast serious doubts as to whether or not the type saw operational service.

What is certain is that V6741 definitely did exist. The Internet article stated that this machine had served with No.804 squadron as a Mk Ib, but was the subject of an often reproduced portrait style photograph as a Mk Ic. This picture is reproduced in the Modellers' Datafile, and clearly shows a pointed spinner and cannon-armed wings. It looks absolutely beautiful.



Eduard's 'Express Masks' were employed with little success on the canopy. No doubt the fault is mine

Sadly carrying no codes or any other exciting markings, this photograph alone will ensure the Mk Ic a place in my collection, whether it was an experiment or not.

Sea Hurricane Mk IIc

By far the easiest variant to model, the Mk IIc has, of course, four 20mm cannon and all the nautical trimmings. Some were fitted with the pointed spinner, depending upon which engine they carried. Innocent that I am I allowed myself the luxury of simply using the one provided in the Revell kit. I would suggest modellers wishing to model different machines base this decision upon photographic evidence. The Sea Hurricane conversion programme was an extremely convoluted affair, including as it did various marks, among which were Canadian built machines with the kind of monstrous technical variations that cause me to yawn and turn the page.

Sea Hurricane Mk XII

Canadian-built twelve-gun machines. Again sources differ on their use with the Fleet Air Arm, but there is a photograph of JS327, shot down during Operation Torch, which clearly has a twelve-gun wing. In the interests of modelling a machine in Torch markings, I decided this was more than evidence enough, although the type's use was not widespread. Only the accidental acquisition of the Hasegawa kit with the relevant decals prompted me to regard this as anything other than a minor variant, and to accord it a low priority.

On top of this there were a number of other sub types in naval use during the war. A hook-fitted Mk IIb Trop. In dark earth and green, BD771, is known to have flown from HMS Indomitable during Pedestal. The FAA employed most other marks of non-navalised Hurricanes at various shore stations, including at least one Mk IV. I would be very grateful for colours and marking notes on any of these. There were also the original old Mk Is passed onto the Navy for pilot training in mid 1940, which flew in the attractive Sky grey scheme, one of which I chose to model as W9219, based at Arbroath, and another as the well known P3114, based at Gosport in December 1940.

So, on with the modelling. But first an apology for any confusion caused by the above. Confusion is inherent in the subject, and these notes are intended only as a rough synopsis for those approaching the Sea Hurricane on a casual basis. It really is a monstrously tricky affair.

The Kits

There are currently a number of manufacturers offering the Hurricane in 1/72nd scale. Of these the three most readily available are the Airfix, the Hasegawa, and the Revell boxings. I had an Airfix Mk IIb in the cupboard, but even a cursory comparison between this and the Revell kit proved enough to consign the Airfix model to the 'trade in next time I'm in a model shop' pile. The Airfix has the traditional rivets, no undercarriage bay, and almost no cockpit detail. On the plus side, it contains a whole arsenal of underwing stores, including rockets for a Mk IV, but as none of these were required for the job in hand I settled for the shiny new Revell Mk IIb instead. The Hasegawa kit was better than the Airfix, but was three times the price of the Revell Mk IIb, and there were one or two problems with it, of which more anon. The 'Eagle Squadron' boxing contains markings for JS327, which the instructions describe as a Sea Hurricane Mk IIb, and it was this option that prompted me to shell out an above average number of beans for the kit at a model shop in Edinburgh. As stated above, JS327 is a Canadian built Mk XII, and the kit contains no alternative parts for a navalised version, merely inviting you to make your own arrestor hook. I was not best pleased at this, and found myself, at the end of the day, having shelled out £8.99 for half a decal sheet. Serves me right for not reading the reviews in SAMI with enough diligence. More kit reviews per month say I. It will save me a fortune!

The Revell Mk IIb kit proved to be every bit as splendid as the Mk IIc, and at the price (£2.95 at the time, now gone up to £3.49 in a slightly bigger box) must surely be one of the best buys on the market. The Mk IIc and Mk IIb kits share a lot of common sprues and the task of cross-kitting to navalise the Mk IIb into a Sea Hurricane Mk Ib couldn't be easier. Like the Airfix kit, the Revell model has plenty of stores for the spares box. There are bombs and drop tanks, neither of which I used, as underwing stores on Sea Hurricanes was not typical. The Revell decal sheet is comprehensive. For the Sea Hurricane Mk IIc it provided two options, one in an attractive white scheme, and the other in bog standard Slate/Extra Dark Sea Grey over Sky. The IIb has two RAF options. Both feature more than enough stencils (most of which are prone to silvering), and excellent national insignia.

Building the Revell kits

Starting with the cockpit interior, the basic kit is lacking only seatbelts to make it completely buildable from the box. I took a different approach with each aircraft, as detailed below, but a few general points cropped up each time. Firstly, the five-part wing assembly, which I found was best assembled in its entirety before offering up to the fuselage. After a couple of kits, I found the most successful way to build the wings was to assemble the complete lower wing, adding tabs to the outer panels to get a better join with the centre section. The uppers could then be added, and the whole thing went onto the fuselage with little attention required at the upper wing root. The joint on the lower fuselage was a bit tricky, but

First out of the box. NF728 shortly before scrapping

Carpena serials and codes from a Modeldecal Canberra sheet supplemented the kit's decals

Oops. Cannon incorrectly fitted. The exhaust stacks were drilled out

The Hasegawa kit is good, but was let down by the canopy

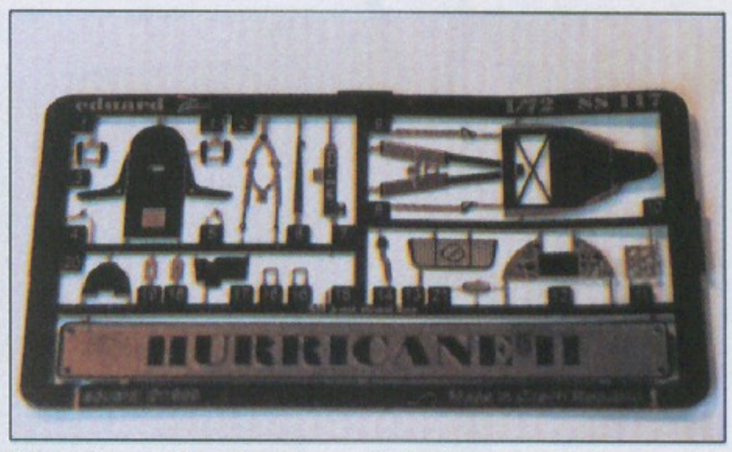
A black wash on the undercarriage really makes a difference

P3114: sadly the codes and spinner are the wrong colour

It has been suggested that the fabric effect on Hasegawa's Hurricanes is overdone. Personally I like it

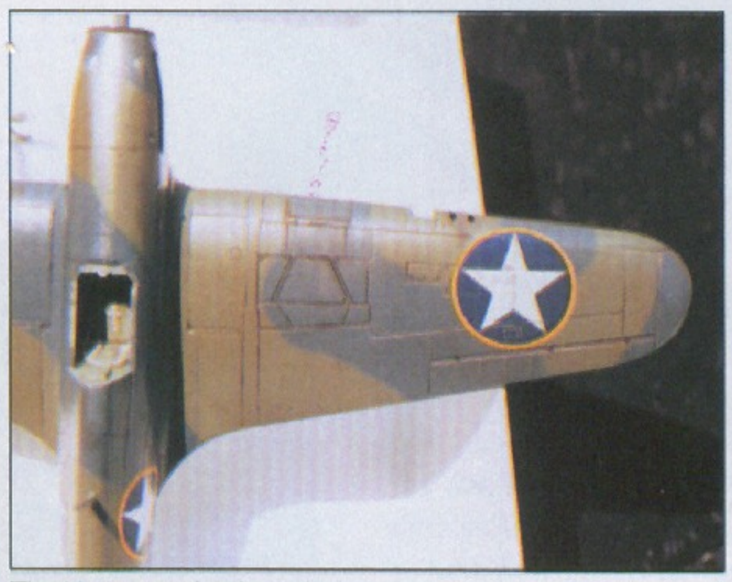
Before long the spares box began to fill up with all sorts of useful items

Old Frog decal sheet, purporting to depict a Sea Hurricane Mk IIc. It doesn't

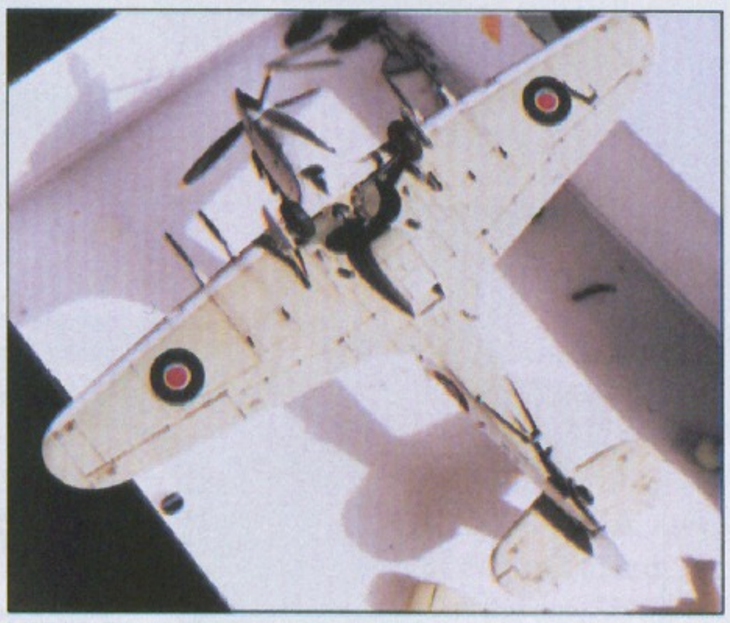


Eduard's excellent 'Zoom' set. All the heart could desire

NF728 also received attention from the oil paints before its demise

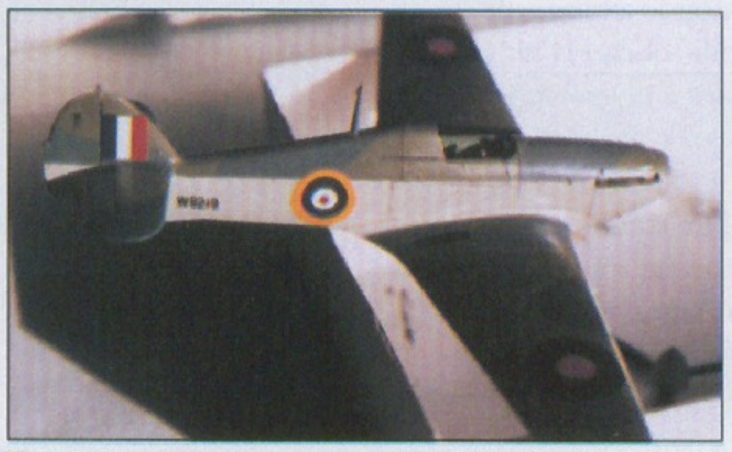


The Hasegawa decals settled nicely into the panel lines



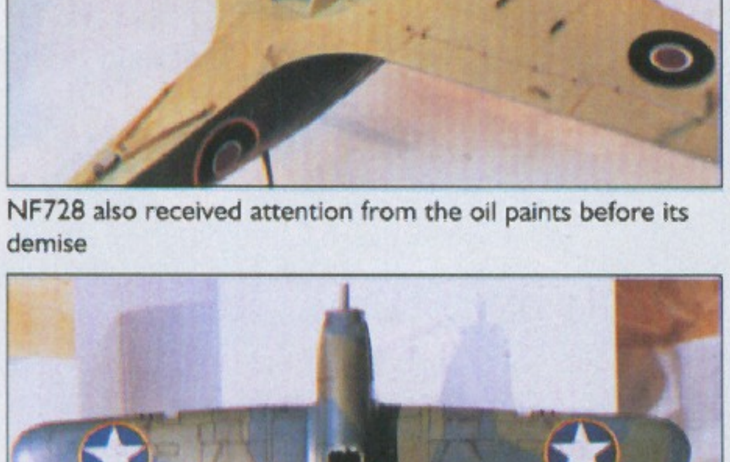
NF700. Detail of underside is well defined, and benefits from careful weathering

Oils and pastel chalks applied to JS327

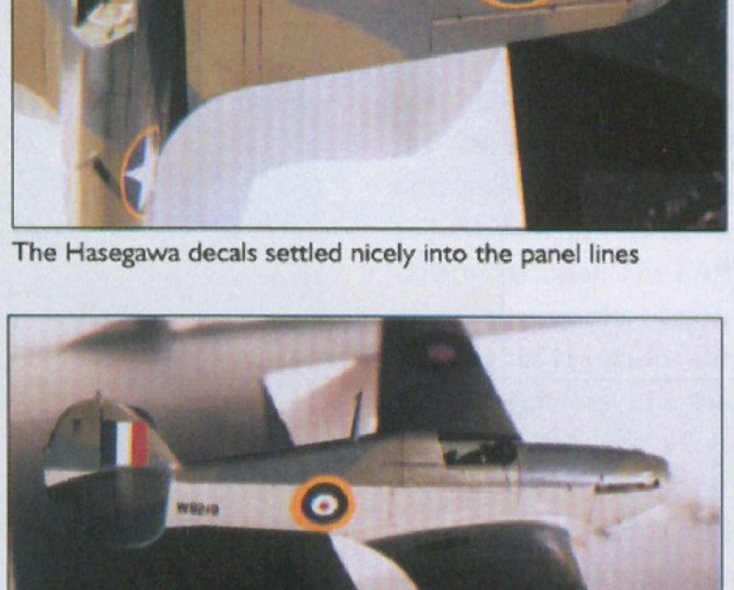


Three coats of Johnsons Klear usually suffice for decals. Serials are from Carpena

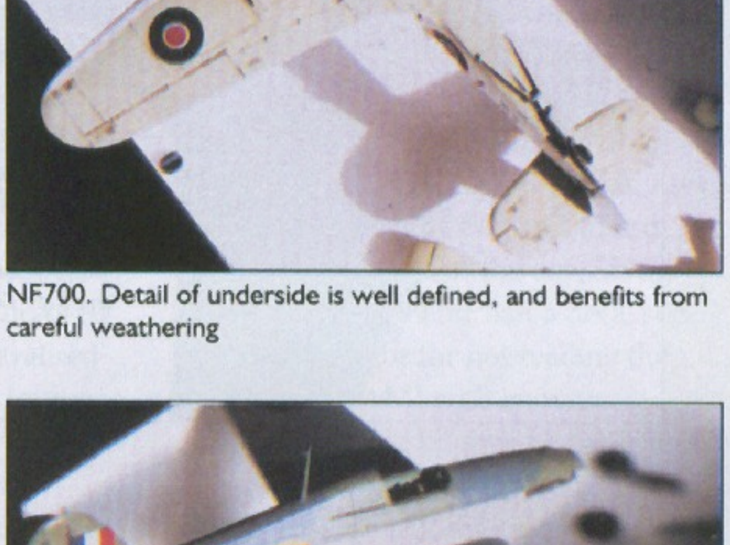
After decalling, oils are applied to the still gloss airframe



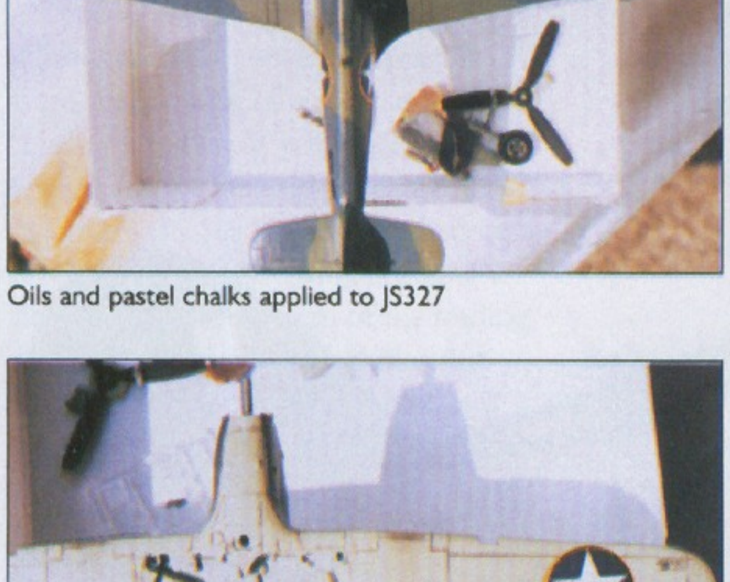
Underside of JS327



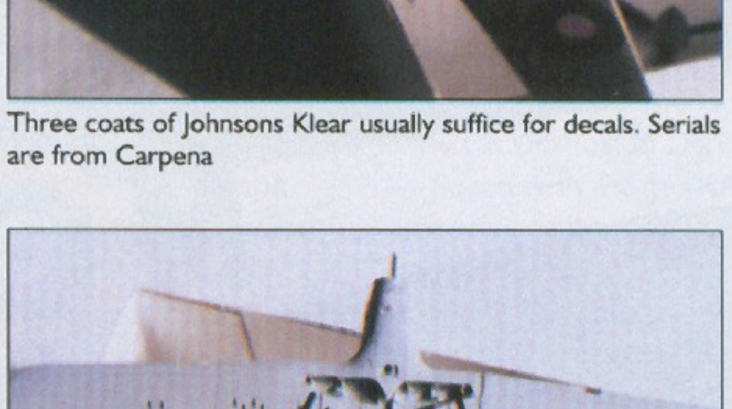
There is always filler. Whatever I build, there is always filler



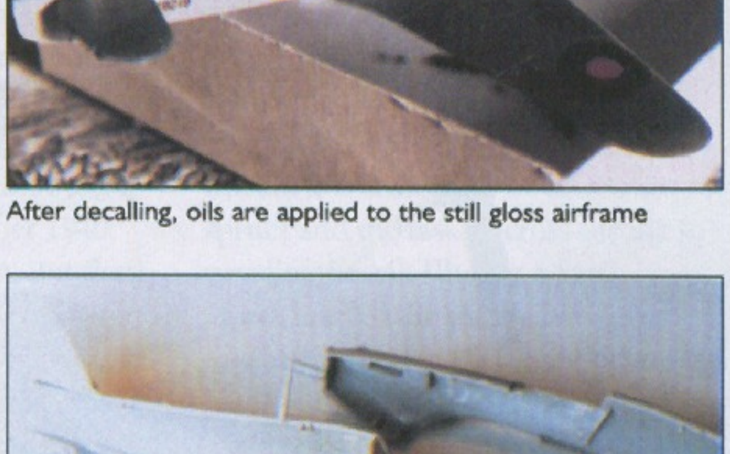
Extratech fret going into V7077. I prefer the Eduard's set



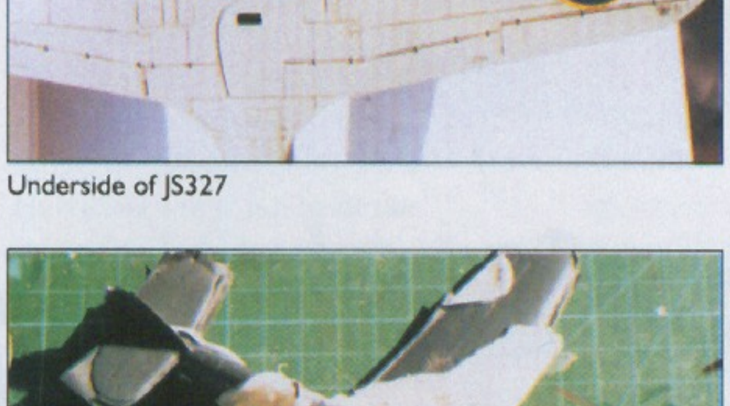
Blu-Tack sausages are the best way I have found for a soft edge to a camouflage pattern



V7077 awaiting its gloss coat

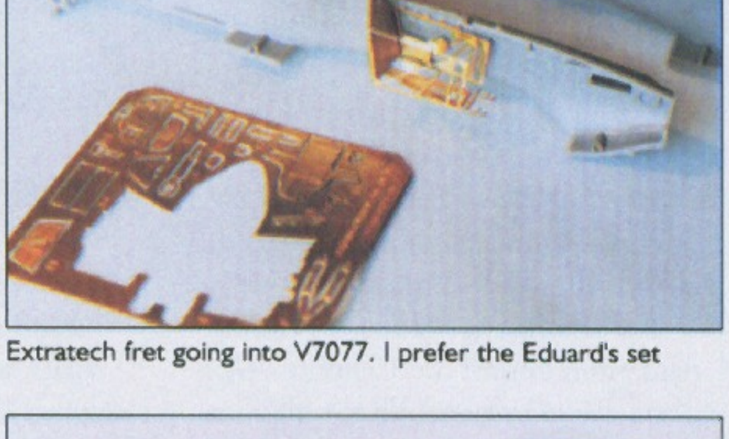


V7077 again, showing off the revised aerial mast

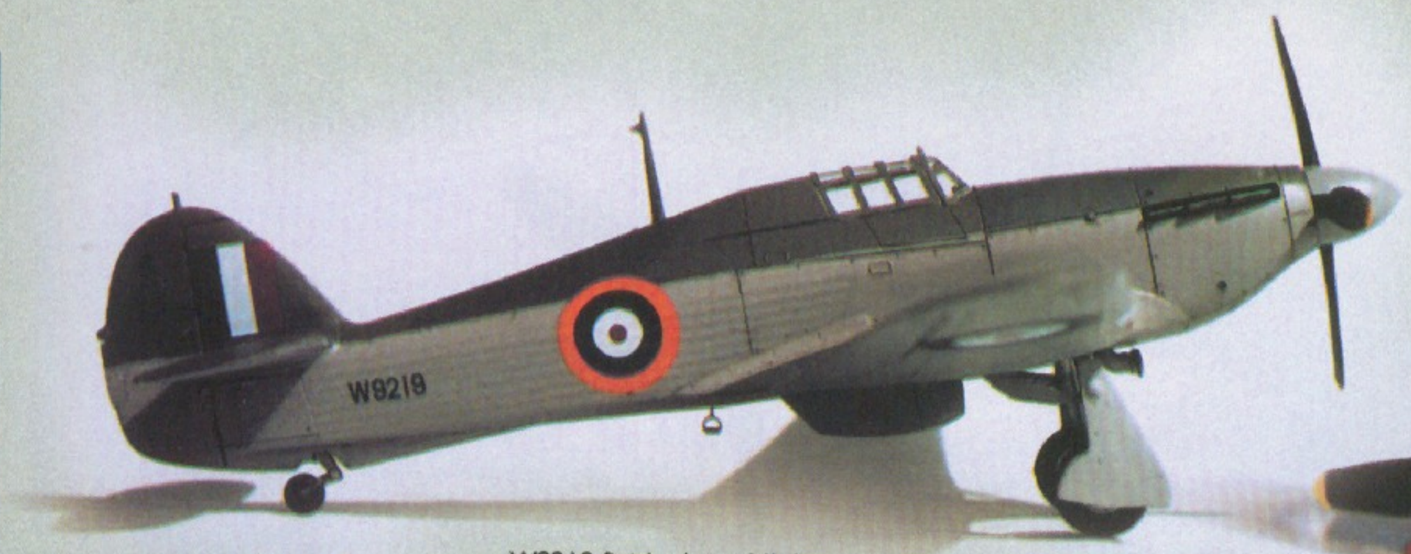


V7077, undersides, awaiting the Johnsons Klear before decalling

Halford's silver primer undercoat revealed by application of sticky tape. A safer method of paint chipping



Eduard's excellent seat harness is an essential addition to the Revell cockpit



W9219 finished as a Mk I. Tamiya's acrylic Sky Grey accepted the oils nicely

Apart from filling the outer guns, W9219 was built pretty much from the Mk IIB box

A grainy underexposed print shows the contrast between the camouflage colours to good effect

nothing a little filler wouldn't cure, and vastly superior to a lot of kits I've attempted.

Both kits feature a separate section for the lower rear fuselage. This, of course, is interchangeable, and allows you to steal the piece from the Sea Hurricane Mk IIc with the arrestor hook details. The fit of these parts is good, and I found that a brush round the edge with Liquid Poly was almost enough, after a brief sanding, to blend them in.

The fit of the two-part canopy is good, as long as you take a little care when you attach it, and there is a rear-view mirror moulded onto the top of the windscreen which looks no worse than any of the etched brass options I came across.

The Aircraft

To date I have completed six aircraft, of which two failed to survive the rigorous quality control employed in the current Fleet Air Arm project, and found themselves broken up for spares. They are as follow:

NF728

This is a Sea Hurricane Mk IIc, and was built straight from the box. The markings are one of the options provided in the Revell kit, and depict a machine from No.760 Naval Air Squadron in 1944. This kit received the benefit of one of Eduard's excellent 'Zoom' sets, which are splendid value at £1.99. The 'Zoom' fret contains enough pieces to make a difference, without forcing you to pay extra for those fiddly flaps, whose tiny brass actuators confound my best efforts with Superglue. There is a rear bulkhead and seat, harness, rudder pedals and an instrument panel, which together with the moulded sidewall detail provide more than enough of an impression once the hood is on. I also tried my luck with an express mask for the canopy, but this was less successful, as I found the masks would not adhere sufficiently to the curved parts of the canopy. The resulting mess and my efforts to clean it up were lamentable. I may try again, but will wash the parts more thoroughly this time, as I am sure I am the only person on the planet to achieve less than spectacular results with this product (you may recall, I am also the person who cannot make Modeldecals stick). The aircraft was finished using the dregs of my AeroMaster acrylics, which are/were excellent, and sorely missed. The kit's demise was due to unsuccessful weathering experiments. I tried to 'chip' the paintwork, and found myself in an ever-growing cycle of retouching the finish, until in the end I decided to give up.

One minor gripe about the Revell kits at this point. What is it with those aerial masts? Most pictures of Hurricanes show the 'flag' style of mast (including the box art). The kit mast is moulded onto one of the fuselage sides, and is a strange crooked affair that becomes swiftly detached during the building process. This type of mast may well be appropriate on many machines, but not on any of the ones I chose to model, and consequently I was obliged to scratchbuild them.

Catapult spools were scratchbuilt and added. Watch out for the cannon barrels, by the way. They are not all the same length, and the longer ones go on the outside. If, like me, you never read the instructions, you may well fall foul of this.

NF700

Like the previous Mk IIc, this was built from the box and finished in the other kit option, a white machine of No.835 NAS, flying from HMS Nairana in July 1944. This kit received the full Eduard brass set, apart from the flaps and the wheel well. The kit features an entirely adequate wheel well, and the Eduard one, when folded, seemed a bit too deep for my liking, besides which, the amount of hacking and re-fitting involved would have left scars that more than outweighed any benefits. Likewise the flaps, which require a more dexterous hand than mine to assemble successfully.

The cockpit interior, on the other hand, in spite of the rather flat profile of some of the brass parts, looked excellent, and I was most pleased with the result. I used the windscreen from the kit, and the rear section of an Aeroclub canopy to display this. As with the previous model, I scratchbuilt catapult spools from sprue and rod.

This kit was subjected to my first attempt at weathering using oil paints. The white finish and sky undersides took to the process readily, and a little trial and error convinced me that this was the way forward. A mix of Burnt Sienna and black was employed, well diluted and run into the panel lines with a brush. I found that on a gloss surface (oils on a matt surface spell disaster) it was possible to let the paint dry for a while and then wipe it off with a slightly damp tissue. Exhaust staining and filth from the cannon was provided using pastel chalks. The end result was most pleasing, and this method has been employed on every kit I have subsequently built.

P3114

This was the ill-fated Hasegawa kit. P3114 was one of a batch of old Mk Is passed onto the navy for pilot training, and has been featured in 1/48th scale on an AeroMaster sheet.
Unfortunately, my source was a picture on the Internet, in which the codes and spinner look black. They should be blue. The Hasegawa kit is a bizarre mixture of good and bad. The moulding, fit, and panel lines are all excellent, but the wide cockpit sills and the tiny pilot's seat are strangely at odds. The cockpit looked so odd that I decided to simply add a seat harness and close it up as tightly as possible. Easier said than done. The canopy would not fit properly. There was a visible gap along the bottom of the hood. This was only rectified by an application of superglue, and taping the offending canopy in place. I then brushed PVA into the cracks, but after painting it still looked far from satisfactory.

I replaced the canopy with an Aeroclub vac-form, but this merely showed up the strange proportions of

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Fabric effect on the Revell kit is more subtle. The engraving is superb, and this is probably the best kit I have ever built

NF700, ready for action. Note catapult spool visible to the left of the radiator bath

Aerial, as usual, is provided by Annie. Nothing else will do

With the exception of some of the stencilling, the kit decals went on very well

NF700. The white arctic scheme is reason enough alone to build Sea Hurricanes

If only there were more white aeroplanes around

Humbrol matt white gave a nice finish

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Twelve-guns to the fore, and a nice lot of dirty staining

US stars look good on the Hurricane. Perhaps the French pilot who downed JS327 saw the Royal Navy branding though?

Canadian twelve-gun Mk XII JS327, before being shot down by Vichy fighters in Operation Torch

Another over-exposure, showing the toned down effect that the camera can give to otherwise brighter colours

the interior. Whittling back the sills a little helped somewhat, but there was still a visible lack of detail in the cockpit, which no amount of keyhole surgery could improve. Eventually, when I discovered my error with the code and spinner colours, P3114 joined NF728 in the spares box.

This was unfortunate, as the colour scheme was one I particularly wanted to represent. The Sky grey undersurfaces and fuselage sides sit very well on the Hurricane.

W9219

If at first you don't succeed! W9219 appears in a photograph in a couple of my sources, and was one of a batch transferred to the Admiralty in December 1940. I used the Revell Mk IIb kit as the basis, and the only modifications necessary were the radio mast and the wing panels, on which the outer gun details need filling (the Mk IIb kit is a twelve-gun aircraft). Once again I employed an Eduard 'Zoom' fret for the crucial details. The footstep in particular is a nice touch with this set.

W9219 thankfully passed quality control. Upper surfaces were sprayed with Lifecolour Extra Dark Sea Grey and Slate Grey. Undersurfaces were Tamiya Sky Grey, for which The Lord be thanked.

Studying photographs and profiles of FAA machines I was a little concerned at the demarcation between the upper-surface colours on my models. Most sources show them as barely discernible. I scanned a couple of photographs of W9219 into an Adobe art package, and was pleased to note that in black and white they looked every bit as indiscernible as on the real thing. As ever, the camera lies. I have found, however, that a better final result is achieved if only the very lightest coat of Slate Grey is applied over the extra Dark Sea Grey. I have also experimented with mixing my own version of Slate Grey, as those commercially available are a little too green for my personal taste. Especially Humbrol 102, which is perfectly beastly.

JS327

Gradually working my way up towards the hallowed Mk Ib Pedestal machine, my next effort involved a Revell Mk IIb with the Sea Hurricane Mk IIc under-fuselage insert. This was to be the twelve-gunned machine clearly shown crashed on a North African beach after operation Torch. This time I added nothing to the kit interior. The one-part moulded rear bulkhead and seat has some seatbelt detail included. It doesn't look so bad through the hood as long as you don't look too close. With hindsight I wish I had added a decent harness.

The Mk IIb outer wing panels were used, without filling, not as simple a task as you might suppose, and this kit passed on to the painting stage far quicker than any of the others had. The only modifications were the addition of catapult spools.

Finished as Mk XII JS327, the aircraft wears the American stars of Operation Torch, and I presume was one of No.800 Squadron's machines on HMS Biter. Readers will no doubt be aware that US insignia were applied to all participating Royal Navy machines, partially as a recognition aid to US pilots flying in the joint operation, and partly (so rumour has it) in the hope that the French would be less keen to shoot down aircraft in US markings, as Vichy France was still receiving food supplies from the United States. One can only assume one vengeful French pilot recognised JS327 for the perfidious English machine it was and decided to avenge Oran regardless of the US markings. This machine, then, is a bit of a polyglot, hailing as it did from Canada.

Of note is the reversal of the camouflage pattern on this machine, the square area on the tail where the fin flash has been painted out and, of course, the words Royal Navy on the fuselage, in spite of the stars. Sources, including the Hasegawa instructions, disagree on the precise markings of this machine. Likewise the spinner on the Mk XII is a matter of some debate. I simply chose one from the now burgeoning spares box that most closely matched the photo.

V7077

At last, following the Huddersfield Show, I had all the bits I wanted to make the Sea Hurricane Mk Ib. My chief requirement had been for a suitable prop and spinner, and another Eduard 'Zoom' fret to enable the project to continue. I presented myself at the Aeroclub stand and stated my requirements, whereupon a very nice gentleman recommended I use one designed to fit a Boulton Paul Defiant. I purchased two excellent white-metal examples and set off to find the 'Zoom' fret. No luck, so instead I opted for the Extratech set, which is not nearly so good, although it does feature a very interesting sidewall frame, which doesn't look too bad once installed. The radiator matrices are quite crudely depicted in this set, and the seat and harness is not as good. I would definitely recommend the Eduard set next time.

One interesting item I picked up at the show was a resin conversion set for the Airfix kit, to make a Sea Hurricane Mk Ib. This was obtained for £3.50 and features a one-piece propeller and

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White codes , yellow tail, and blue-grey finish. V7077 is every inch a Sea Hurricane

V7077 in full Pedestal trim

Eagle or Victorious? The identity of V7077 has been called into question, but who cares?

Careful paint chipping and weathering can be effective, but are easily overdone

Note the drilled out exhausts, aerial mast, exhaust shields and oil collector ring

spinner, a fuselage insert, and two catapult spools. I noted with interest that the arrestor hook in this set is much smaller than the Revell kit item. Is this because the Mk IIc had a different hook? Or is either the conversion part or the Revell component completely inaccurate? We should be told. I did note that the catapult spools in the set are incorrect, being more appropriate for a Seafire or Fulmar. At least, they didn't look like those on any Sea Hurricane I had found a picture of. I am happy to say that the resin propeller and spinner bore a close resemblance to the Aeroclub ones I had already bought, and although neither appear as pointed as I had assumed, I am prepared to accept that the profile is correct.

For my Mk Ib I used the Aeroclub spinner and canopy hood, a Revell Mk IIc fuselage insert, and the upper wing panels from the IIb kit with the outermost guns filled in. Catapult spools were added, as were exhaust shields and an oil collector ring behind the spinner. The exhaust shields provided in the kit are too thick, so I simply replaced them with small strips of card.

Once again controversy reigned over the colour scheme. The Modellers' Datafile shows a profile of V7077 in full Pedestal trim, looking very nice with yellow fin and wing leading edges, and a sky band and spinner. This was the aircraft I chose to model. A 1999 article in Scale Aircraft Modeller also depicted this aircraft without the sky band, and coded H, instead of 7H. This article observes that V7077 was a HMS Eagle survivor that was obliged to recover onto HMS Victorious after Eagle was torpedoed. It suggests that the 7H code I was intending to depict would have been inappropriate for a machine from HMS Eagle. Preferring the option with Sky band and white codes, I allowed myself to assume that the machine had simply been absorbed into HMS Victorious' compliment and recoded accordingly. I have no idea when the yellow trim was removed from pedestal machines, but at the end of the day the colour scheme is by far and away the best looking of all those applied to Sea Hurricane Mk Ibs, so I went ahead with it anyway.

Finished for Now

At the time of writing I have four very attractive Hurricanes in the cabinet, and plans for plenty more as soon as I can find appropriate markings. The crucial Ia, one of the most important marks in the Sea Hurricane story, is still awaiting details of its catapult, but the Mk Ic, Mk IIb Trop, and sundry shore-based Mk IIcs and the like are high on the agenda.

This has been an exciting and challenging project to date, and if I have sometimes found the research a difficult business, then the end result has been personally rewarding. I am aware of the many oversights and faults with my finished models, but when all is said and done I have tried my best with the information I could find, and completed the models to my own taste and satisfaction. Ultimately my interest is in modelling, rather than the real aircraft, and this article is intended to be about modelling. Anyone wishing to look deeper into the labyrinth of Sea Hurricane conversions should regard this only as a starting point.

As for the Sea Hurricane itself, I have read some amazing accounts while preparing this article, and while there can be no doubt that the aircraft's contribution to the Battle of Britain was paramount, and without wishing in any way to diminish the importance of that conflict, I am tempted to suggest that the services rendered by Sea Hurricane pilots on the Cam ships in the Atlantic and round the North Cape were of an order, and a valour that cannot be too highly praised. Taking off into the foulest of elements, with no hope of landing, engaging the enemy, and then ditching or baling out into the freezing water in the hope of being fished out by the convoy escorts. Perhaps this, too, was their finest hour?

Gary Hatcher

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Bird from Brazil

by Neil Pinchbeck

It was a warm July day in 2001. My youngest son and I were just settling to enjoy our sandwiches outside the American Hall at Duxford, when a whistling roar from over my shoulder started the hairs on the back of my neck tingling. I turned to see a black Tucano touching down on the runway, just a few yards away from us. I confess that, in the past, I have not been much interested in trainers, but I was impressed. Lunch was quickly stowed away and my camera unshipped as we set off down the runway to where this perky black 'bird' had taxied to a halt.

In the mid 1980s, the Tucano emerged successful from a short list of contenders to replace the RAF's ageing Jet Provost. The original design, by Embraer of Brazil, was substantially re-engineered by Shorts of Belfast, to meet RAF requirements.

A Garrett Type 331 turboprop replaced the original PT6A power plant, producing a re-designed nose featuring those characteristic right angle bend jet exhausts. The cockpit layout was designed to closely resemble that of the Hawk, onto which RAF students graduate. This called for a revised canopy. Modified wing tips, a ventral air brake and four blade propeller complete the main external differences between the Embraer EMB-312 and the RAF's T Mk l, by Shorts.

The tail fin badge on the aircraft, by now refuelling in front of us at Duxford, proclaimed it to be from No.1 Flying Training School based at Linton-on-Ouse, near York.

At the time that I took my photographs, the Airfix Tucano kit was only available through secondhand kit dealers, but the news of a reissue in the 2002 lists meant that there had to be a model of ZF407.

The Kit

The generous box sports two aircraft of No.1 Flying Training School in a racy black scheme with yellow 'go faster' stripes, dating from 1997. The box is of the lift off lid type, so much more useful than those end-opening ones (Photo **1**).

My previous lack of interest in trainers meant that, despite this being a reissue, the contents of the box were new to me, and a very pleasant surprise they are too. Four grey injection moulded sprues contain the parts (Photo **2**). The panel lines are engraved just the way I like them, not too deep and grooved and not so delicate as to disappear under the paint scheme. The only part I didn't like the look of was a rather thick and irregular canopy, but more of that later.

The instructions are printed on two A3 sheets, folded to A4. One of these contains a brief history of the Tucano together with general instructions in the usual multitude of European languages. This sheet also contains colour and decal placement details on a drawing of an interesting 1994 scheme for the Central Flying School. The side elevations are to 1/72nd scale, which is useful. It's a

1

pity that the plans could not have been accommodated to the same scale. The second sheet contains the scheme for the No.1 Flying School machine featured on the box plus the six recommended construction stages. These instruction diagrams are clear and the part numbering is accurate. (This was not the case with the last model I made from Airfix).

Some Extras

I decided to make a small investment in the Aeroclub Tucano detail set and two of their Martin-Baker Mk 8LC seats.

The detail set (Photo **3**) consists of nine white-metal parts. To be honest, I found these to be of mixed value. The three-blade propeller and spinner are, I presume, for the Embraer version but, with the other differences (mentioned above) between this and the Shorts version, I think you would be hard pressed to produce a Brazilian Tucano from the Airfix kit. The separate spinner, main wheels and nose wheel do not seem to me to represent a significant improvement on the kit parts. The main undercarriage legs are good and the four-bladed propeller is

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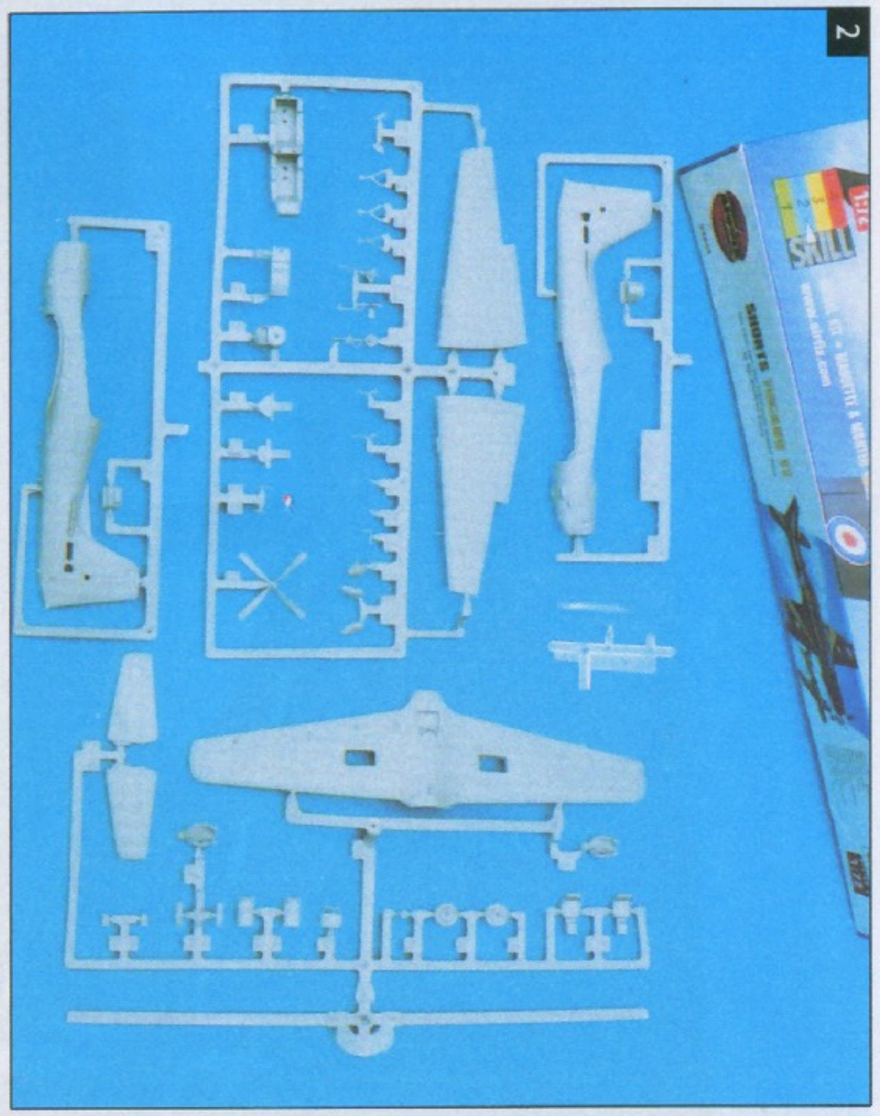

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Seat overall - matt black

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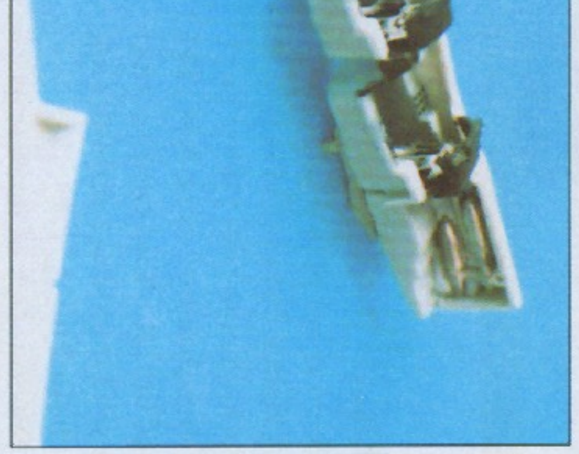

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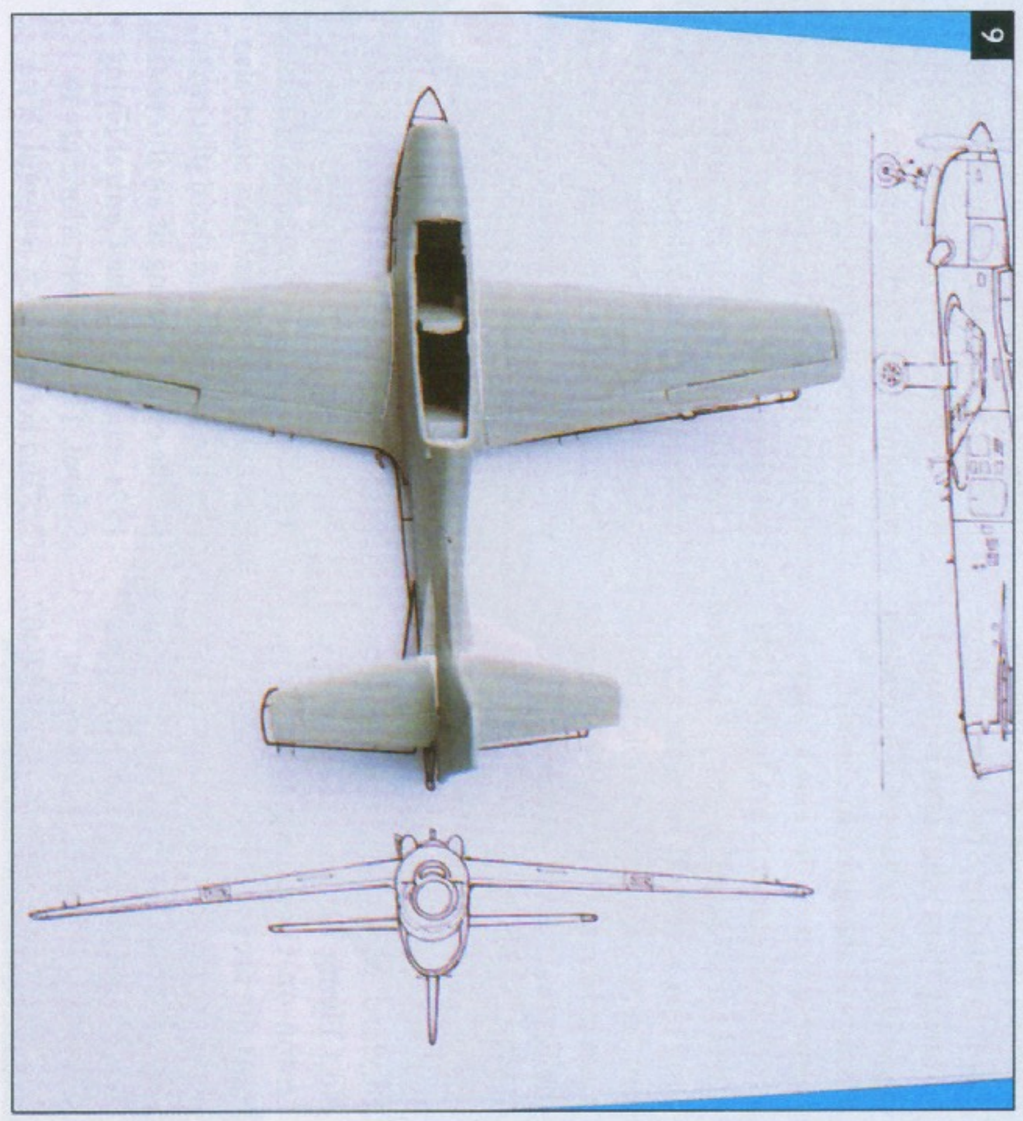

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definitely better than the rather spindly kit item. More of the jet exhausts later.

If I had some reservations about the detail set, it was definitely not the case with the Aeroclub seats. They are simply superb. An exploded drawing serves as instructions, (Photo **4**) and white-metal seat and back units are accompanied by an etched brass fret containing ten detail parts for each seat (Photo **5**).

Construction Begins

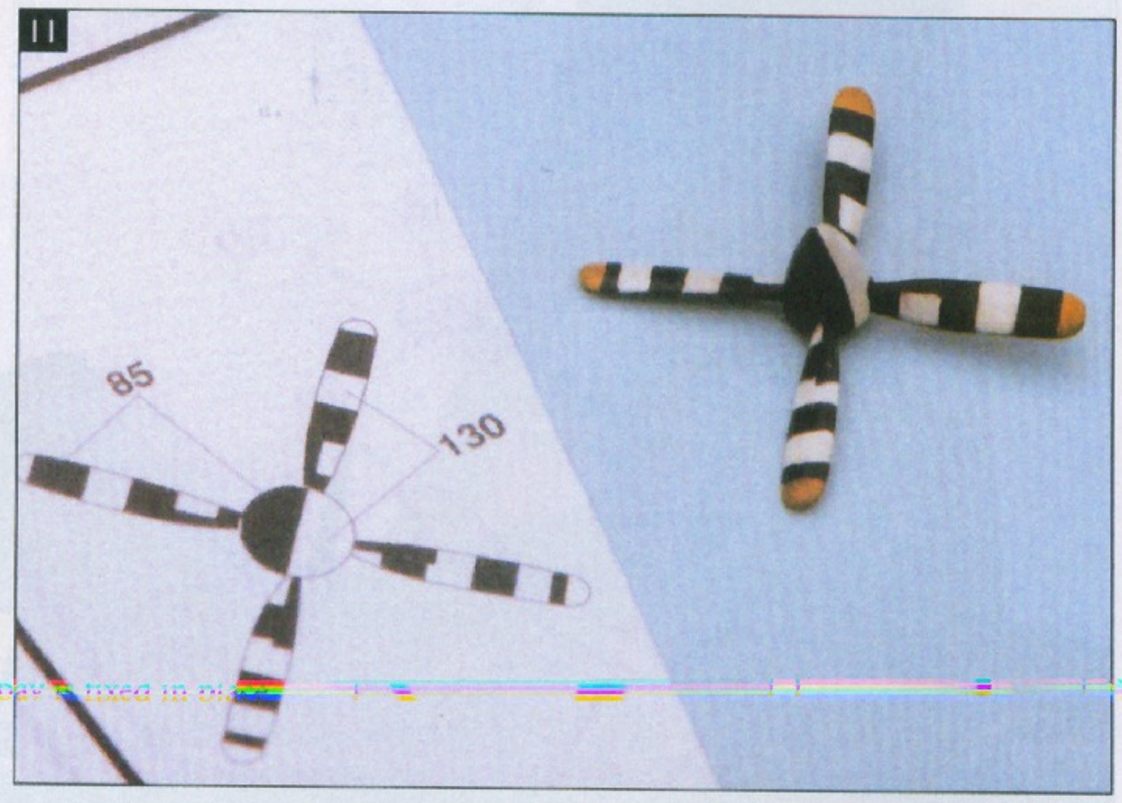
Pilot figures with amputated legs raise questions about the interior cockpit space. By this time, I had decided that those superb seats must be displayed with an open canopy, so the first task was to assemble the seats and offer them into the cockpit tub to see what the spatial problems might be.

Assembling the seats does require a delicate touch, but once you've done it, (Photo **6**) you'll have the satisfaction of knowing that an alternative career in watch making is always a possibility!

With this done, the legless pilots and kit seats were discarded and the new seats offered up. Things were not as bad as I had feared. In width it was only necessary to take a sliver off the cockpit sidewalls to get a good fit. In length, however, there was no way that the kit control panels could be accommodated. These did not seem to fit too well into their respective hood units anyway, so I was not sorry to discard them. To replace them, I put the kit control panel decals onto plasticard, and then cut out to shape. These new panels were fixed as far forward as possible, which left just enough space for the two joystick control columns (Photo **7**).

Before joining the fuselage halves, the nose wheel bay is fixed in place (see Photo **7** also) and the kit instructions call for seven grams of weight to be added to the nose. I don't know what seven grams looks like, so I just packed the nose with Blu-Tack and bits of white-metal (see also Photo **7**).

The fuselage halves fit very well with each other and around the nose wheel bay and cockpit tub. When the fuselage was dry and the seams lightly rubbed down with wet 'n dry, it was time to fix the wing unit and tailplane. The fit is generally good, but just a little filler was needed around the wing and tailplane roots (Photo **8**).



At this point, I decided to lay the model on my own 1/72nd scale drawing (Photo **9**). It was pretty much spot on.

Time now to divert to some of the smaller components. With the spinner and replacement propeller cleaned up, I tackled that complex black and white colour scheme sported by RAF trainer propellers (Photo **10**). The good news is that this is nicely shown on the kit painting instructions (Photo **11**). The bad news is that being reproduced slightly oversize, it isn't possible to just step the propeller band dimensions off the drawing. (Notice that not even opposite propeller blades are banded the same!)

Next, the undercarriage components were painted and assembled. I used the kit nose wheel and main wheels with the Aeroclub main wheel legs. I added some hydraulic lines with black painted copper wire (Photo **12**).

With the undercarriage bays

Tucano T.1 – Photo Album

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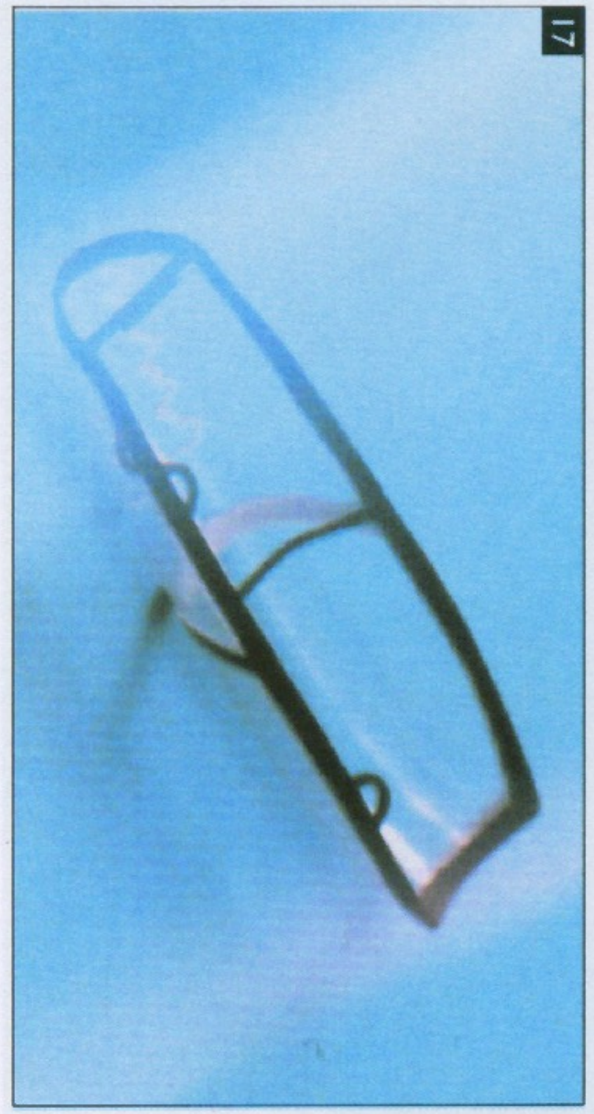
ZF407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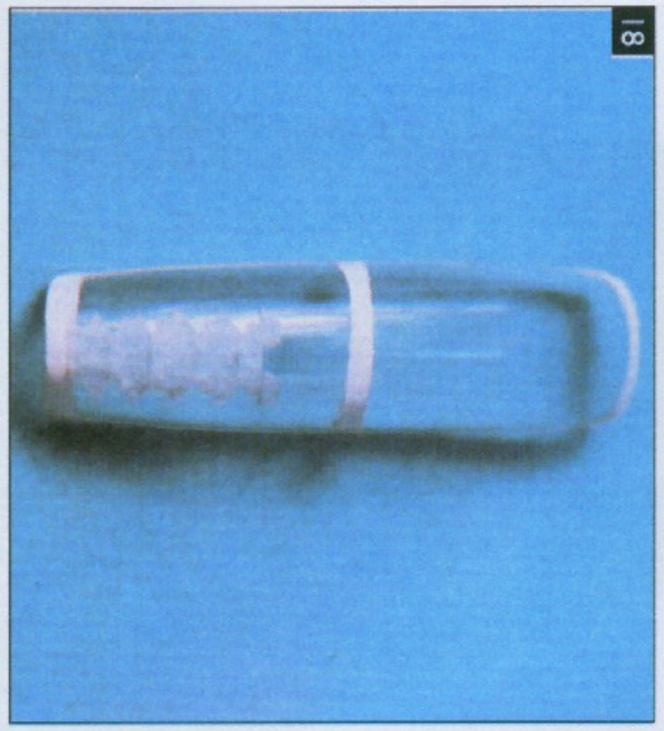
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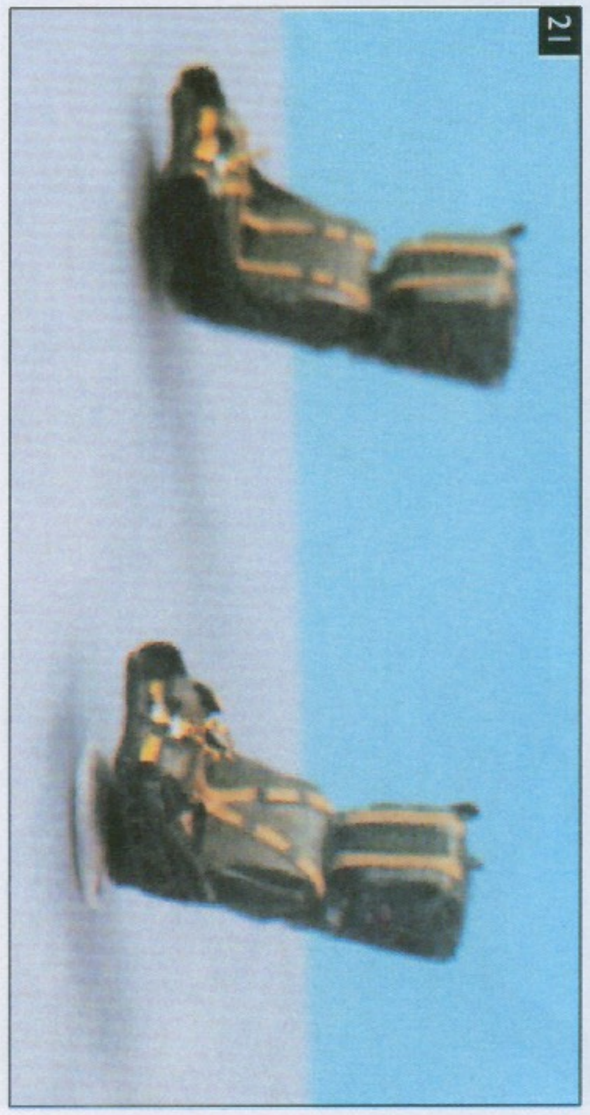
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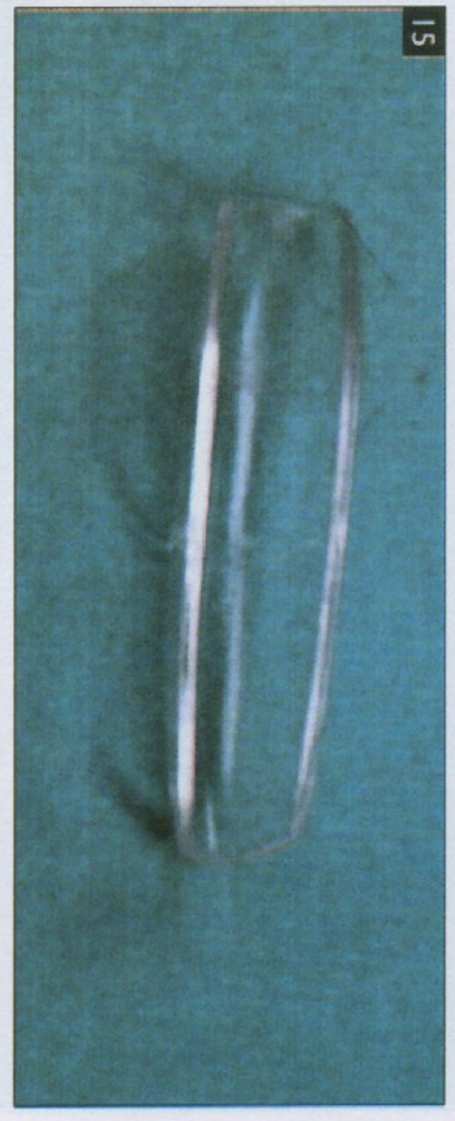
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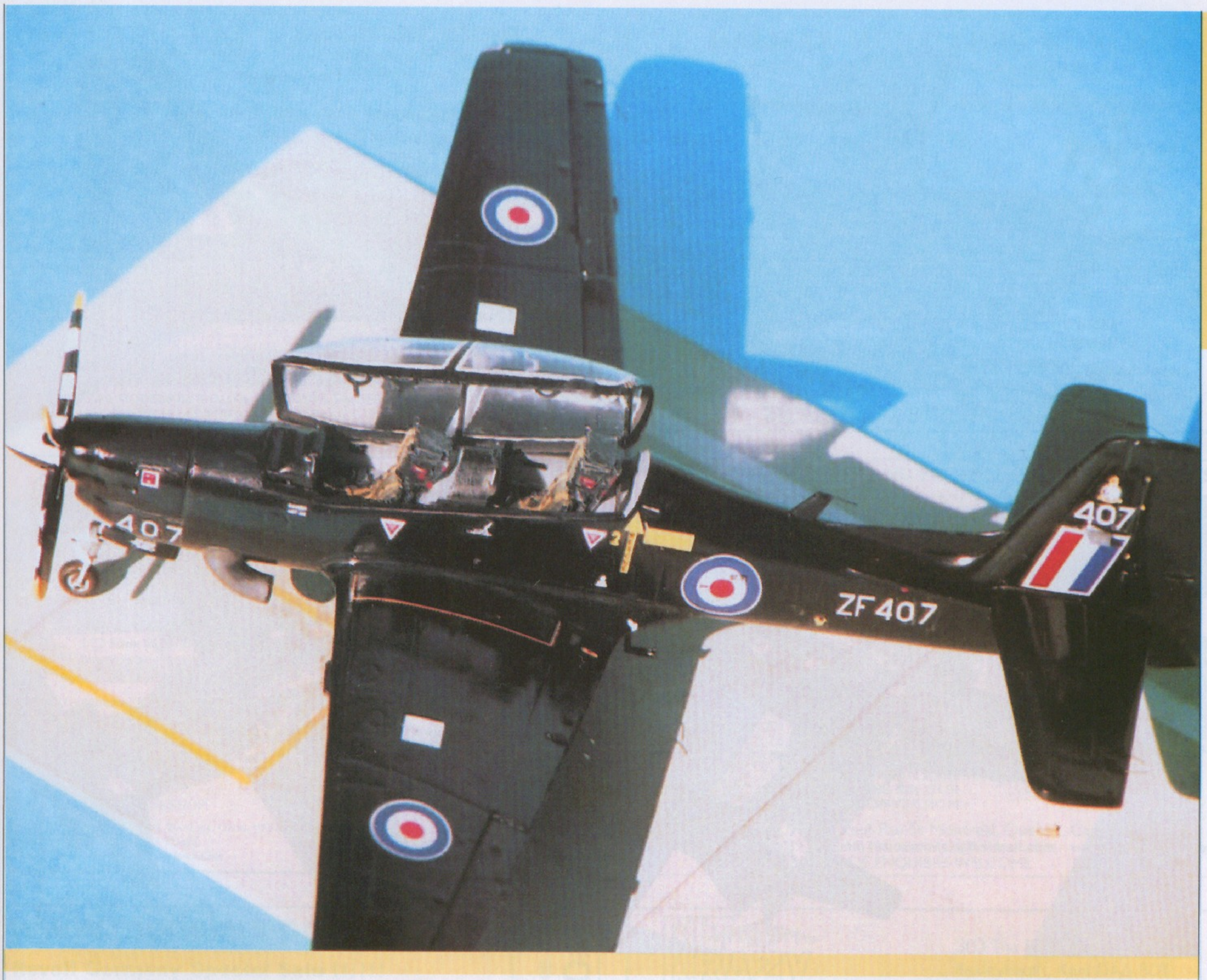


primed white the main part of the model was primed with a thinned coat of Humbrol matt black (33).

I now had to decide whether to use the kit jet exhausts or the white metal replacements. Although only a small point, this was a bit of a difficult decision. The Aeroclub ones are better, having concave ends. The problem is that the junction between pipes and fuselage is shaped so that only the kit pipes fit. The white-metal pipes would have to be specially and accurately shaped to fit this junction. I 'chickened out' and used the kit ones, after first drilling out the ends to make them look hollow. After masking with Humbrol Maskol, these were painted with Humbrol Metal Cote Steel (27009) which, when thoroughly dry, was buffed up with my trusty old toothbrush (Photos **13** & **14**).

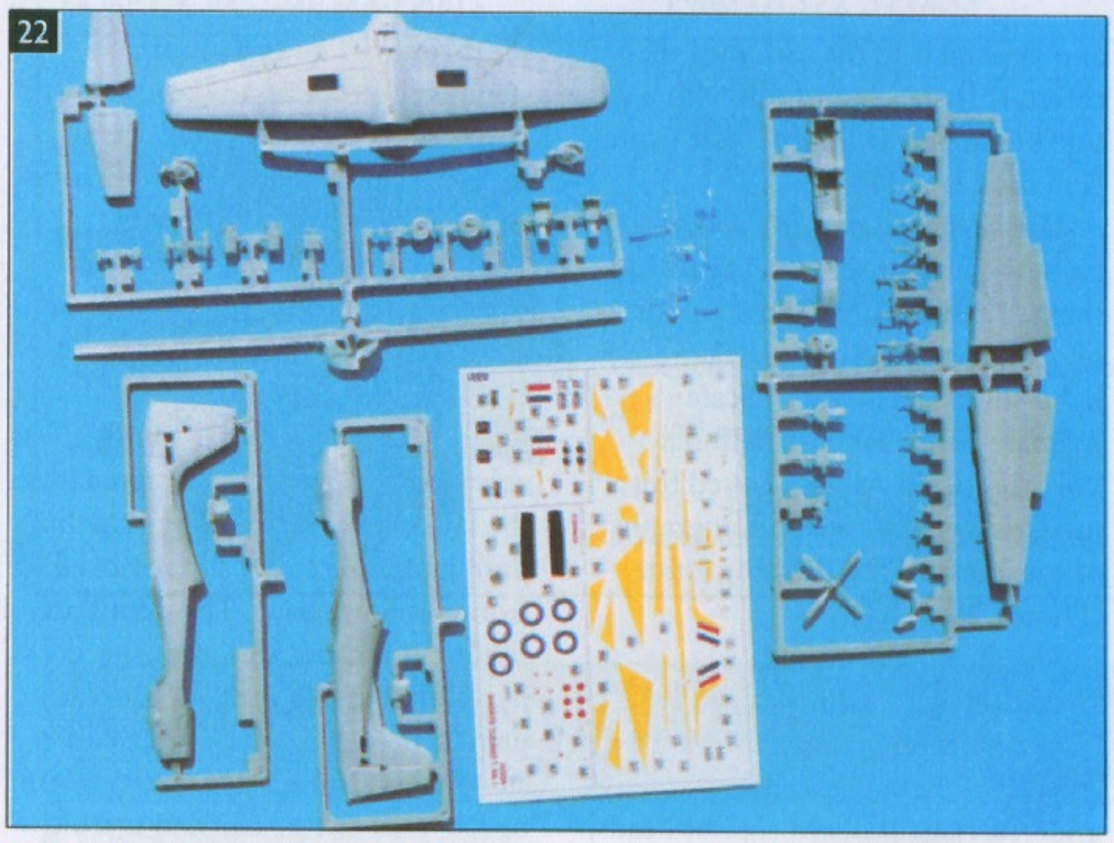
Problems Set In

It was at this point that the problems set in. Firstly, a test fitting of the undercarriage revealed that, despite all that Blu-Tack and white-metal packed into the nose, and the white metal propeller, I had a 'tail-sitter'. Further experiment showed that the white-metal seats didn't help this problem, since one is in front of the centre of gravity, and one behind it. To rectify this, I had to resort to drilling a hole in the cockpit floor, beneath where the forward seat would sit, and feeding in small pieces of lead foil until the model was nose-heavy. I heaved a sigh of relief, but worse was to come:

Canopy Disaster! As I have mentioned, I do think the canopy is the worst part of this kit. It is too thick and looks as if it might have been moulded from some form of toffee. Nevertheless, I had thought that a couple of coats of Klear might help its clarity and, since I wanted it in the open position, I had intended to use it.

Accordingly, having prepared it, I masked off the front section and began to paint. I had done the masking too quickly and got paint-bleed under the tape.

"Never mind," I thought, "I'll clean it off and start again." I should explain that for some while now I've been using Daler-Rowney low odour thinners for oils with my enamels. This is a bit of a luxury, but it does contribute to domestic harmony in our small house and is a well-mannered medium, which does not do terrible things to clear plastic.



Unfortunately, I had run out and was temporarily using Humbrol enamel thinners. I soaked a piece of tissue in this and began to wipe off the offending paint. The entire front half of the canopy went permanently milky. I screamed. I had forgotten what this stuff does to canopies!

A frantic scrabble for the catalogue. Do those nice people at Aeroclub do a replacement canopy? Yes, they do! And at such a price that I immediately send for two. Compared to the original, (Photo **15**) these vac-formed canopies are thin and clear. I should have ordered one in the first place, and recommend you do the same (Photo **16**).

Construction Continues

With disaster averted, I could now carry on and finish the canopy with plasti-strut handles and spars (Photo **17**). I decided to try to represent the explosive chord in the rear part of the canopy. First I carefully cut the inside shape of this in masking tape

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and applied it to the canopy. I then carefully traced round this with a fine brush and Humbrol matt white (Photos **18** & **19**).

The last small part job was to paint the ejector seats before fitting them. There is an excellent colour photograph of a Martin-Baker lightweight series seat in Scale Aviation Modeller International Vol.6 Iss.10 (Page 806). I used this, together with my own photographs of the Tucano, as a painting guide (Photos **20** & **21**).

The seats, canopy and undercarriage were now fixed in place and construction completed with small elements such as undercarriage jack arms, pitot heads, step-up and blade aerials.

Painting and Decaling

The kit decal sheet is excellent (Photo **22**) (not always the case, Airfix!) and has provision for two aircraft: ZF406, from the Central Flying School, Scampton, 1994, is an unusual and interesting all over mid-blue scheme with black codes and anti-glare panel. ZF466, from No.1 Flying Training School, 1997 is all-over black with extensive yellow stripes, provided on the decal sheet. In addition, the decal sheet contains quite a lot of stencilling common to both.

I wanted to portray the aircraft that I had seen at Duxford; the over-all-black ZF407 of No.1 Flying Training School.

After painting with two coats of Humbrol matt black, the whole model received two coats of Johnsons Klear before decaling. I was able to use the national insignia from the kit decal sheet, although the fin flash had to be surgically removed from a yellow stripe. The decals are slightly thick, but this gives the necessary opacity over the all-black paint scheme. I used all of the kit stencilling, including the unit tail fin badge, plus one or two extras from the spares box to represent items on my photos, not covered on the sheet. The scheme was completed with white code letters and numerals from Model Decal sheet No.MLO48a.

Detail Postscript

When the model was nearly complete, my middle son pointed out that those flexible wires apparent on the trailing edges of all control surfaces, in close-up photographs, are static dispersers. Having found this out, I had to represent them.

This was done with fine copper wire painted black, with silver tips. Since these appear to be surface mounted, it wasn't too disastrous to leave them to this stage, but since they were fixed with superglue, it would have been much better to deal with them before painting.

Conclusion

I have been an Airfix fan for more years than I care to put into print, so it is very satisfying to still be able to get so much enjoyment from one of their kits.

The Aeroclub 'extras', especially the seats, turned the model into something special, and their canopies saved the day.

One of my books has this entry:

"Toucan (Tucano) A noisy and active bird from South America." I think that sums up the aircraft nicely "I thought you didn't like trainers" said a teenager drifting past my workbench. "I've changed my mind." I said.

Neil Pinchbeck

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  ISBN 1-85260-432-8
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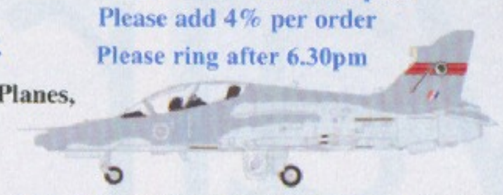

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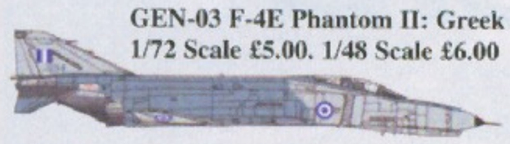

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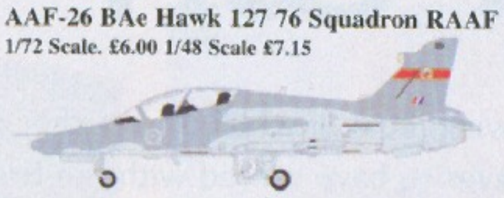

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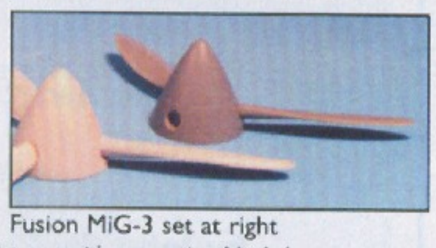

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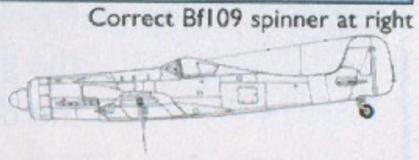

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I am the Supermarine Walrus

1/48th Scale
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by John Stokes

What introduction does the Walrus need? Its biplane wing, boat-like hull, and pusher propeller mark it out as one of the strangest looking machines ever to have served with the British armed forces. Stranger still, perhaps, is that it was designed by the same hand that produced the graceful Spitfire. R.J. Mitchell came up with the Walrus in 1933, and when you consider the design requirements you can start to see why the aeroplane looks like it does.

History

The single hull is stronger than a fuselage with twin strut-mounted floats, the pusher engine high above the fuselage is out of the way of spray and rough seas, the biplane wing gives good STOL characteristics etc. The Walrus was so well adapted to its role that it was one of the few aircraft to serve throughout the Second World War virtually unchanged. Used by the British, Australian, and New Zealand navies in virtually every theatre of war, the Walrus also served with the RAF in the air sea rescue role, for which it is probably best remembered.

The Kit

The model comes in a fairly large box containing three sprues of limited run injection moulded parts, in medium grey plastic (Photo **1**). The detail consists of nicely recessed panel lines on the fuselage halves, and moderate fabric detail on the flying surfaces. Also supplied is a bag of resin detail pieces consisting of interior fuselage parts, and ancillary items such as gun rings, guns, winch, and tailwheel (Photos **2** & **3**). There is also a well cast Pegasus engine which looks like it will repay careful painting. A high quality decal sheet with four possible colour options rounds off the package (Photo **4**). On first looking through all this I was struck by the sheer size of the aeroplane in 1/48th scale, and it should certainly create an impression when completed and placed next to a single seat fighter from the same period. However, there are two things, which at first caused me some disappointment, until I was able to resolve them, as I thought I had received an incomplete kit. The first problem was that the colouring notes referred to a decal sheet of wingwalk markings, which was nowhere to be found in the box. Secondly the parts list referred to parts C4, C5, & C6 which are clear, red and green navigation lights. Only C4, the clear ones, are in the box. Enquiries revealed that C5 & C6 are not included. This need not be a problem as those on C4 can be used if you just tint them yourself. The wing walk markings are a different matter though. Should you wish to obtain them they are only available from Classic Airframes on a supplementary decal sheet for the Walrus, at the cost of another £7.00. You can make your own mind up about this, as the instruction sheet contains a note that there is no photographic evidence that they were carried on camouflaged aircraft, but this is not conclusive.

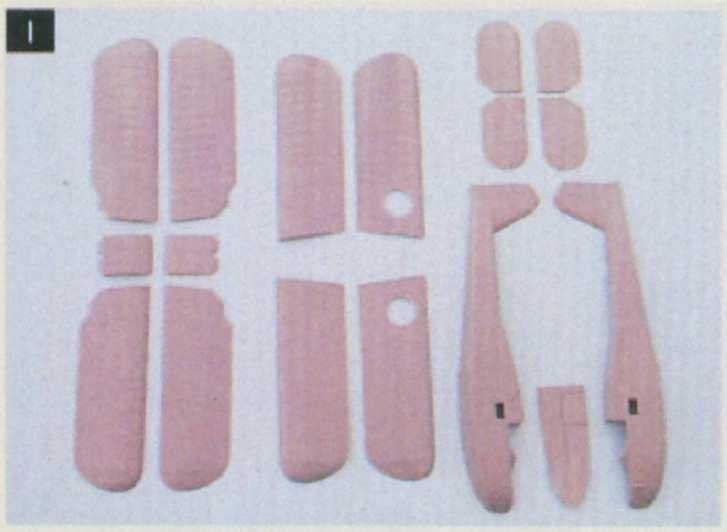
Just as I started to build, the Editor informed me of a feature on the Walrus in the May 2002 sister publication Model Aircraft Monthly by the great Harry Woodman (I still have many of Harry's articles from the 1970s editions of Scale Models carefully stashed away. I kept them because I was a kid at the time, but thought 'one day when I grow up I m going to scratchbuild one of those biplanes with a balsa core wing'. I still need to get around to it, which I guess confirms that I'm still waiting to grow up). Harry is not so much a modeller as a master craftsman. His article contains useful photographs and drawings, which I constantly referred to, not to mention a very good write-up on the history and development of the 'Shagbat'. Great Stuff, and highly recommended.

Fuselage

A brief word on the tools I use will probably be helpful before we get going on the build. I have a set of microdrills, various needle files, some of Aeroclub's Tee-Al to which I attach wet-or-dry sanding paper with double-sided tape, a Sandvik sanding plate, a 'Nail Glosser', and a pair of side cutters (Photo **5**). I include a photo, as sometimes when reading other articles, I am not sure what to look for when useful tools or materials are suggested.

Construction starts with removing the substantial pour blocks from the cockpit sidewall details. This is no easy task as they are large slabs of resin with the finely moulded detail on one face. Careful use of a razor saw is required and of course you must wear a dust mask, as a fair amount of toxic dust will be generated. I managed to break off one of the cylinders on the starboard cockpit wall, part 31, but this was easily repaired with cyanoacrylate. Wet sanding brought the pieces down to the required thinness, and I was able to get started on the construction proper. Some very useful scale drawings show where everything is to go, and this is a very thoughtful inclusion as there are no locating pegs or marks on the parts themselves. The starboard insert lines up nicely with the window in the injection moulded fuselage half, also helping to ensure you get it in correctly (Photo **6**).

The floor can then be test fitted, and I found that it was just a little too wide and prevented the two fuselage halves closing around it neatly, (Photo **7**) so a few swipes with the Sandvik reduced it to a more appropriate width, and everything closed up neatly. It may have just been me, as I have spoken to others who did not find this problem. More of the resin details can now be attached, in particular the two semi bulkheads behind the pilot's seat, and the seats themselves. The observer's seat is shown in the instructions as being set directly on to the floor, and this I found hard to believe. So I cut a couple of longitudinal oblong supports from 10 thou plasticard to raise it to the same level as the pilot's seat, and everything looks much better (Photo **8**). I could find no trace of part R5, the base of the control column, so cut a section of plastic rod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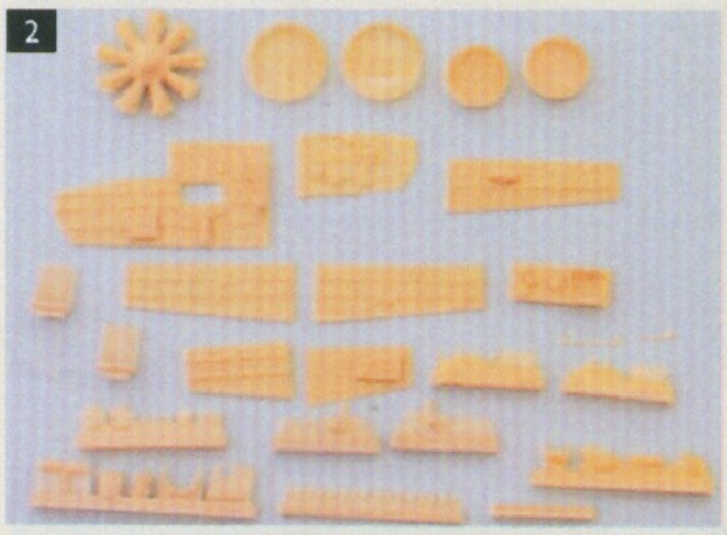
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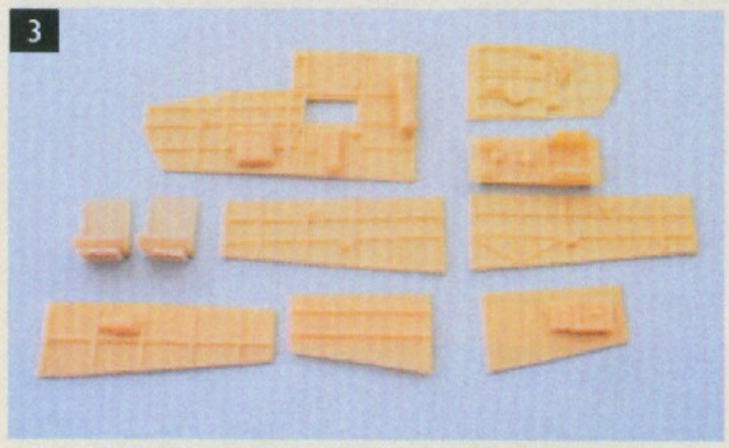
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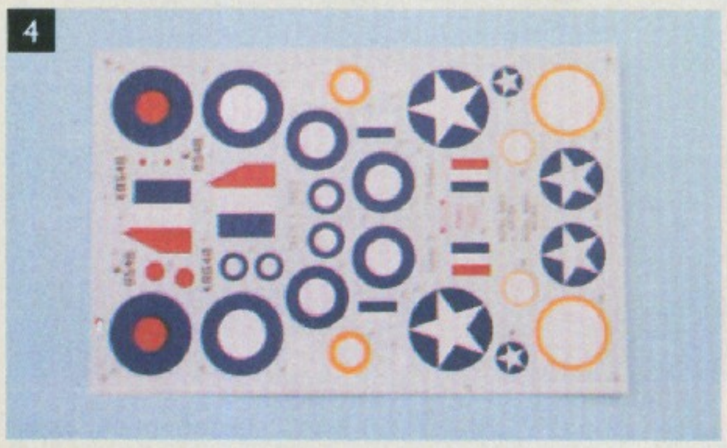
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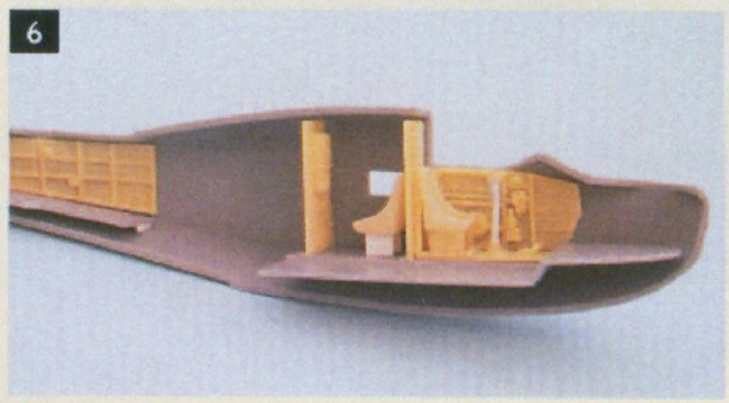
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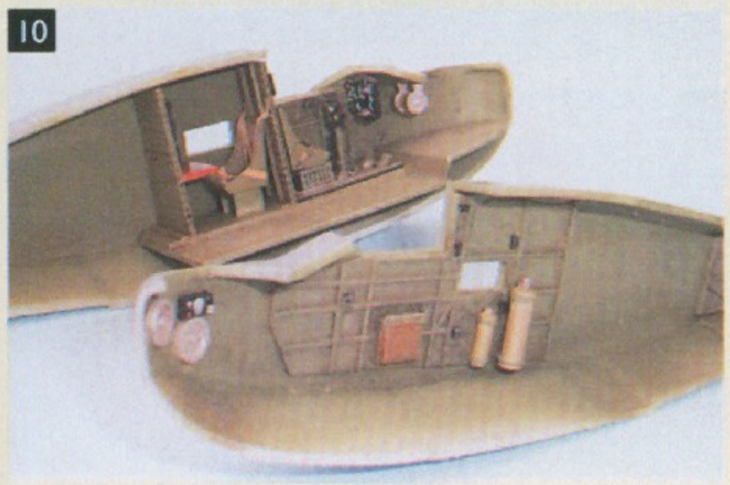
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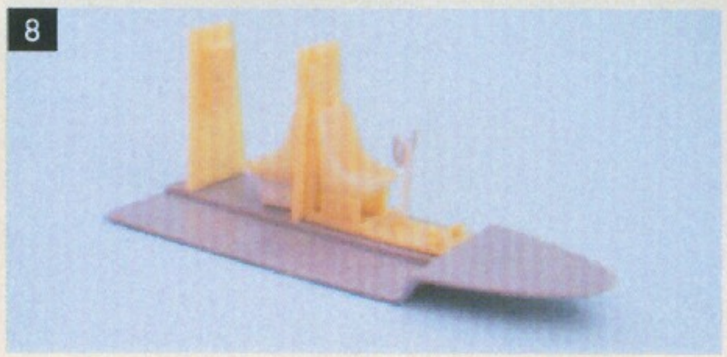
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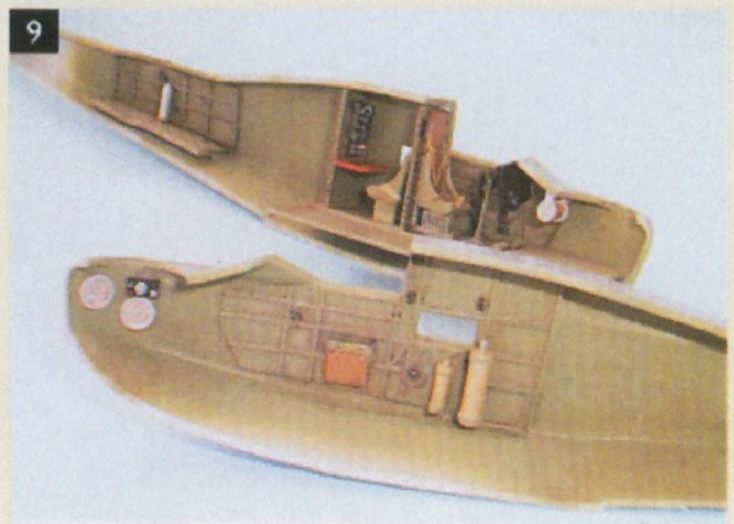
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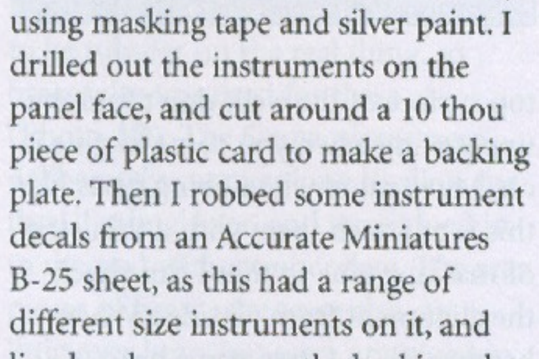
to replace it, with the control 'spectacles' (part 53) glued on top. Various other details are then fitted such as some ammo drums and a nice little winch, and the whole area starts to look 'busy'. There are some more resin and plastic inserts for the rear fuselage area around the gunner's position which all fitted neatly with no problems apparent. Just be aware that the floor part 46 overlaps part R24.

All the sub-assemblies were then airbrushed overall with AeroMaster British Interior Green, and set aside to cure for 24 hours before being given a highly thinned wash of burnt sienna oil paint mixed in with a little Humbrol matt black. After another 24 hours for this to dry, it was all given a light dry brushing of Humbrol interior green lightened with a little white. This procedure helps to give 'depth' and prominence to all the detail, and really makes it stand out nicely. The next stage is to accomplish all the detail painting of the various black boxes, piping, cylinders etc, and I decided not to worry about adding much of my own superdetailing as what you get as standard is very good (Photos **9** & **10**). The only thing I did do was add some Eduard etched seatbelts to the pilot's seat, as it would look vary bare without them (Photo **11**). This caused another dilemma, as I could find no references to show which style of belts should be fitted, so I threw caution to the wind and fitted the most substantial one on the fret! My logic is that this aircraft was catapulted off the side of warships, and also landed in fairly heavy seas, so I am sure the pilot would want to be held firmly in place. Being a bit wary of using my precious stock of etched seatbelts where they couldn't really be seen, I replicated the arrangement on the observer's seat by using masking tape and silver paint. I drilled out the instruments on the panel face, and cut around a 10 thou piece of plastic card to make a backing plate. Then I robbed some instrument decals from an Accurate Miniatures B-25 sheet, as this had a range of different size instruments on it, and lined each one up on the backing plate with the holes in the panel itself. The whole thing is very small but looks extremely effective when completed (Photo **12**). There is another parts numbering anomaly, with the instrument panel and the compass both being shown as part R31, but the compass is actually part R21.

The two side windows need cutting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out from the clear sheet provided, and being oblong shapes this is not too difficult. I push fitted them in, and secured them from the inside with a 50/50 mix of water thinned Krystal Klear. Carefully applied with a cocktail stick it flows around the window with capillary action and holds it adequately in place. I applied some Tamiya masking tape to the outside of the windows at this time, as it is easier to do whilst you can support them from the inside and reduce the risk of pushing them in whilst rubbing the tape down.

Next up was the vac-formed windscreen unit. It is worth cutting it out before joining the fuselage halves, as sanding the fuselage halves, or 'shimming' them out slightly as necessary can adjust any under or over sizing of the part. It is not strictly accurate to do this, but it is an awful lot easier than trying to modify a clear vacformed part to fit. A choice of two units are provided. One has an extra hatch opening in the top surface, and you are advised in the instructions to check your references as to which one should be used. I went for the un-hatched version, as it seems to be the more common in photographs. Using a new knife blade it was cut out, and gently sanded on all edges. On offering it up to the fuselage, it was immediately obvious that a master craftsman somewhere has been at work! It fitted absolutely perfectly, with not even the tiniest of gaps anywhere, and I was highly impressed (Photo **13**). You don't often get this anywhere, full marks to Classic Airframes on this one. The piece was then brush painted inside and out with Johnsons Klear floor polish, which resists fogging from cyanocrylate glue, as well as improving the clarity of the glass panels.

With the instrument panel now fixed in, it was time to join the fuselage halves, making sure that the rear gunner's hatch rails (part 4) are

Supermarine Walrus

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Status: New Tooling √
Type: Limited-Run Injection Moulded Plastic & Resin
Parts: Plastic 64 (Dark Grey), Resin 58, Clear 3 (Vac), 9 (Resin: 3ea Clear, Red & Green)
Decal Options: 4
Manufacturer: Classic Airframes
Obtain in UK via: Hannants

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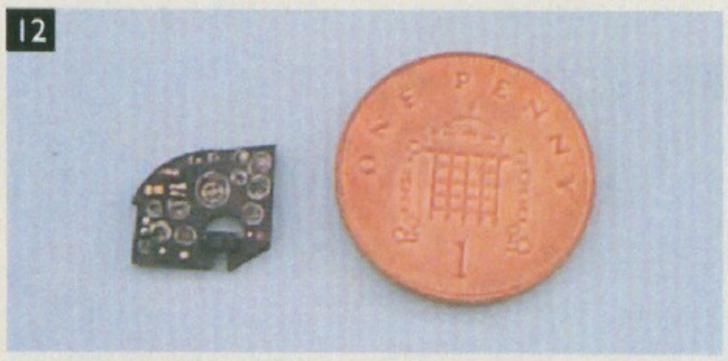
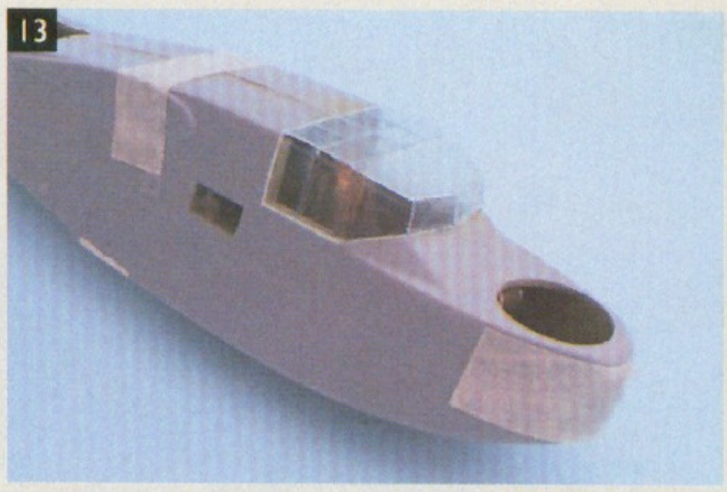
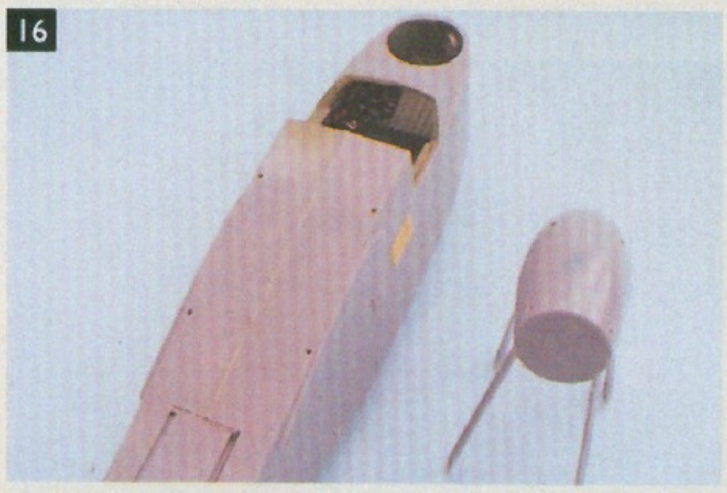
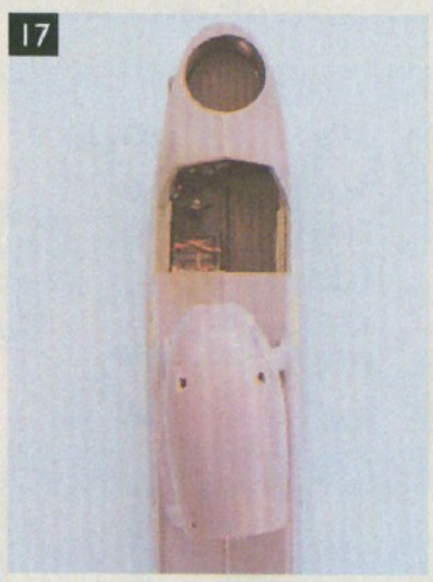
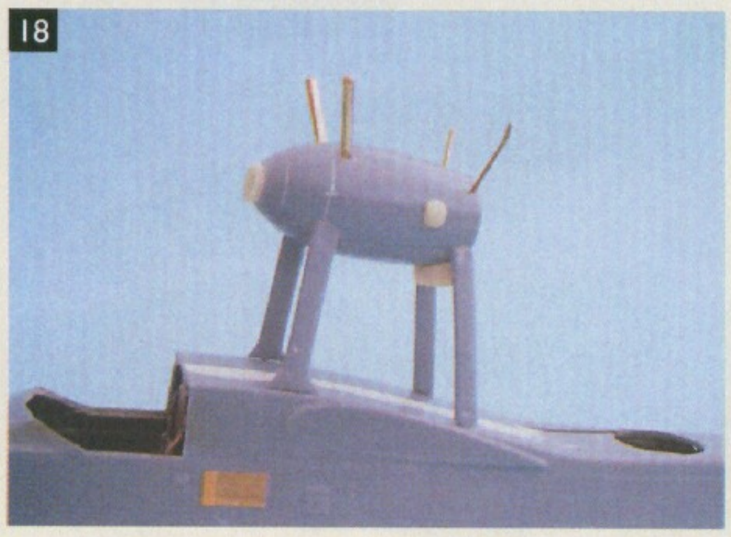
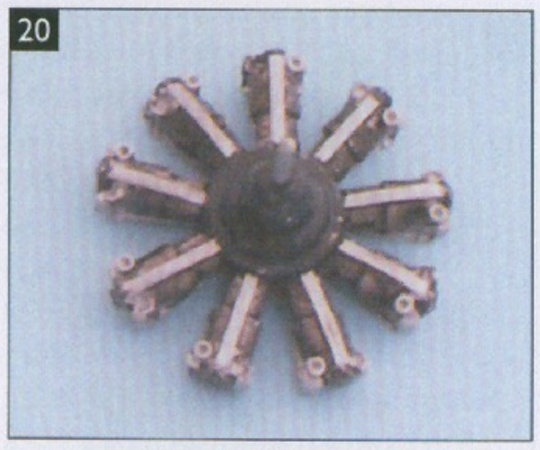


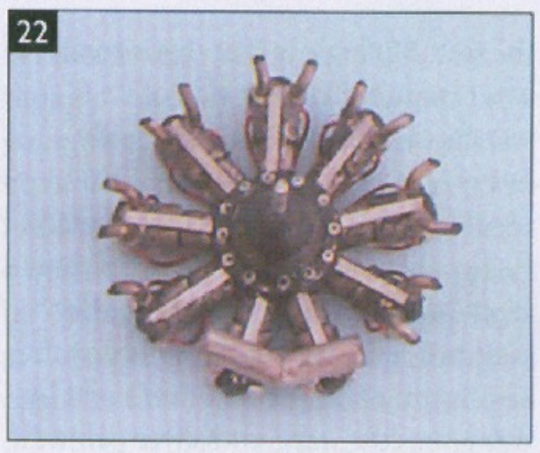












glued to one half first. There was a little bit of bowing along the length of both fuselage halves, but nothing that a few clothes pegs and masking tape couldn't overcome. Once set I cleaned up the seams with wet or dry paper and some filler was required along the top of the fuselage join. I use white superfine Milliput, as it does not attack the plastic as some others tend to. This was also sanded down with wet and dry paper, and then all the seams were finished off with a great little discovery I have made. The 'Nail Glosser' is a sanding stick available in the UK from the likes of Boots the Chemist, and it does a great job on plastic models! On one side is a coarse sander (blue) and medium sander (white). Using these in sequence, and then turning over to the fine side (grey) it gives a mirror-like finish to the seam in only a couple of minutes. Try it and I guarantee you will be impressed with the result

Finally the fragile looking gun rings were carefully sawed from their pouring blocks, cleaned up, and fitted nicely in to their respective openings.

Tailplane and Rudder

These all come in two halves, and once joined and cleaned up can be fitted straight on to the rear fuselage. The tailplanes are a simple butt joint and went on nicely with Revell Contacta cement, leaving no gaps. I omitted the struts (parts 9) and actuators (parts R12) until after painting so they didn't get in the way. The rudder needs a 5 thou plasticard trim tab fitting, and also one of the clear navigation lights. I put the trim tab on at this stage, but with hindsight it would have been better left until later as I continually knocked it off! I decided not to use the clear part for the nav. light, instead drilling a hole in the trailing edge of the rudder and inserting a short length of rod. Later I would put a dab of Krystal Klear on to represent the light itself, thus saving a fiddly masking job.

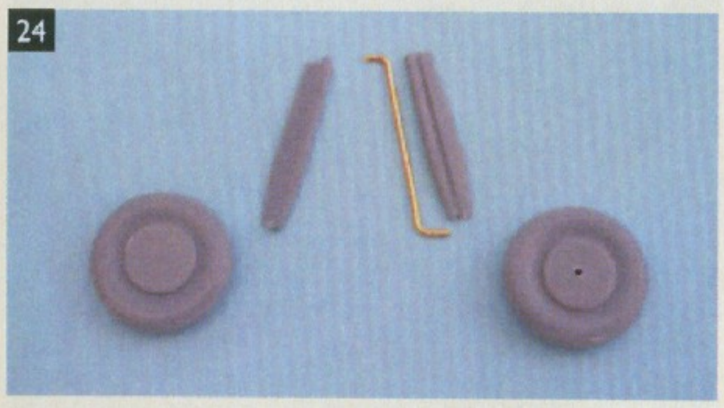
Wings

These are all in upper and lower halves, and I gave them a quick smoothing with the Sandvik on their inner faces to improve the fit. The lower wings have resin wheel wells, which must first have the hefty pouring lugs removed with a razor saw. Again this is a fairly delicate operation, and will need finishing off with wet and dry paper to ensure the top surface of the wells don't foul the upper wing when you come to glue it on. My method when fixing parts like this is to attach them with a thin strip of masking tape so that I can check the alignment from all sides. When happy with it, I then run a bead of cyanoacrylate around with a cocktail stick to permanently secure the piece, and the masking tape can be removed. This takes away a lot of the uncertainty of whether or not you have positioned it correctly before the cyano bites and locks it in place. Note that on the instructions there is a helpful drawing of how the pattern of dimples in the wheel well should be aligned with the wing itself. The upper wing panels and small centre section were also assembled at this time, though not yet glued to each other. There are some antenna masts required on the upper wing and rudder, for which templates are provided on the instructions. I didn't think that these would be strong enough if made from plastic, so I drilled holes in the upper wing and rudder and made the masts from brass Strutz material (Photo **14**).

The instructions show an assembly sequence, which I had some misgivings about, as they suggest that you should assemble the engine pod to the fuselage, followed by the upper centre section, and finally the outer wing panels. As everything would need to be painted by this time, I wasn't too confident of being able to make a neat job of it so devised an assembly sequence of my own, based on experience gained from building vacform biplanes. All will become clear later!

Engine Pod

This is a simple affair with upper and lower halves and three resin detailing parts. The difficult part comes when you have to attach eight struts to it. As I cut each half from the sprue I scored an 'up' arrow on the rear face, to make sure I got it the right way up when assembling all the struts to it. The strut positions are marked with tiny dimples, which I drilled through. Then the master plan started to come into play. I keep a small stock of various diameters of K&S brass wire, available from my local model shop. Taking the four fuselage to pod struts in turn so as not to mix them up, I drilled a small hole into the top, and then cyanoed a short length of 1/32nd wire in. The strut & wire peg was then fitted into its respective hole in the pod, with a little cyanoacrylate to just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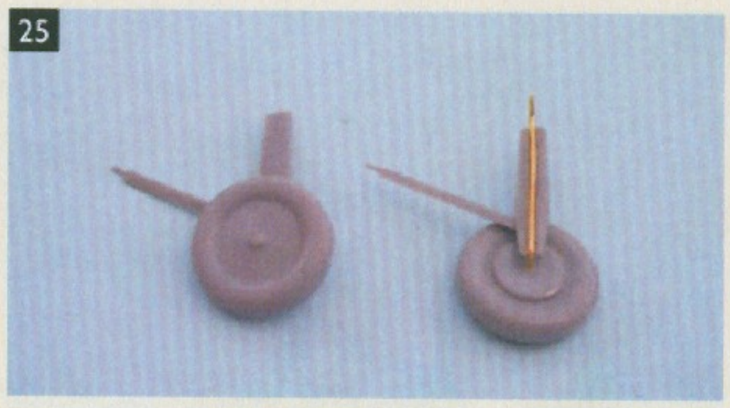
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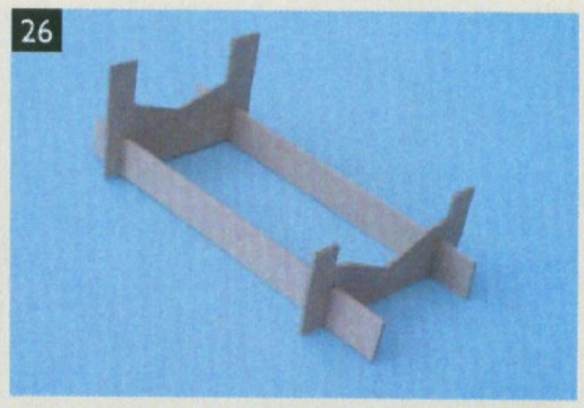
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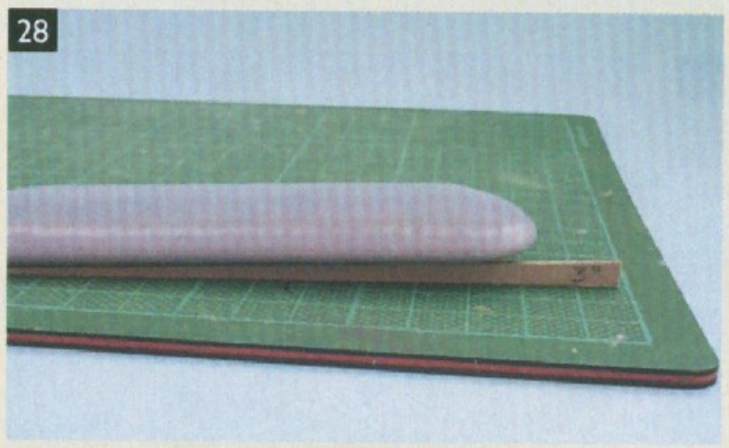
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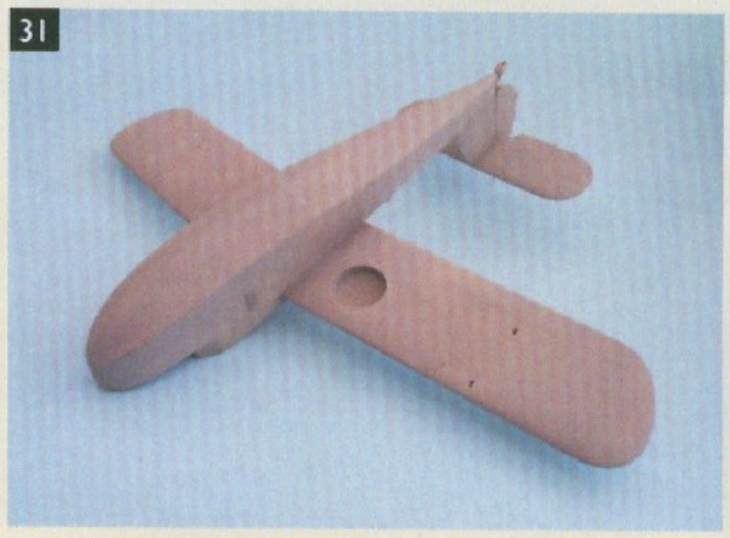
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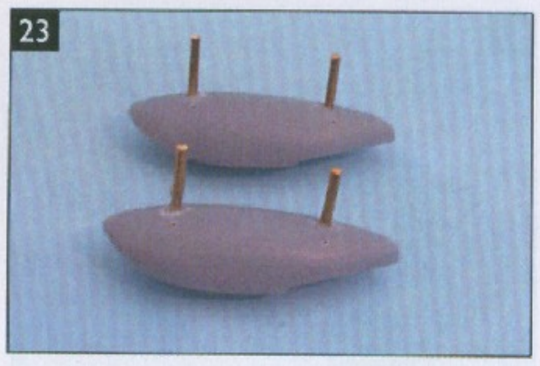
hold it in. When all four struts were on, I then drilled the other end of each one, and inserted another wire peg (Photo **15**). The 'roof' of the fuselage has four tiny dimples marking where the centre of each strut goes, and all were drilled out to accept the brass pegs in the foot of each strut (Photo **16**). I just dry fitted it and then, looking directly down from above, gently twisted the pod until it had the 5 degrees of offset shown in the instructions (Photo **17**). Then taking an old paintbrush I applied some liquid cement (Plastic Weld) to the top of the struts where they met the pod, and left it overnight to harden. Next morning I lifted the pod assembly away from the fuselage, and had just what I wanted - a strong sub assembly that could be painted separately and then brought together in final assembly.

As I wanted to assemble and paint the top wing as one piece, it was necessary to figure out a way of getting the centre section attached to the top of the engine pod via some struts. Once again I used a technique I developed for vacforms. Drilling 0.5mm holes in the four strut attachment points on the underside of the wing centre section, and also in the four corresponding points on the top of the engine pod was the first stage. Then, using an X-Acto knife and a needle file, the two front holes were widened fore and aft to accept a length of airfoil sectioned Brass Strutz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material. The two rear struts appear to be tubular on the real thing, so brass wire was used for these (Photo **18**). The Strutz pieces were deliberately cut over long to allow for final 'fettling' later, and were glued in to the pod with cyanocrylate. The rear pieces of brass wire were also cut a little over long, but were not glued in, as a little movement would be useful in final assembly. Test fitting the upper wing centre section showed that a pretty good result should be achievable, and indicated that the final assembly should be very strong (Photo **19**). The centre section was then removed for attachment of its outer wing panels. None of this was particularly difficult to do; all you need is to be able to drill small holes accurately, which is helped tremendously by the dimples that mark out most positions, and a bit of patience to work through it logically.

As the 'core' of the whole model it is certainly worth getting this sub-assembly right, and the use of brass creates a little 'give' in the whole structure, allowing you to bend and 'encourage' the joints a little when setting it all up for good.

Engine

This is a single cast resin piece, and was primed & painted with Halford's Nissan Silver aerosol car paint. It was then given a wash of thinned matt black on the cylinders to pick out the fin detail. The crankcase and rocker covers were painted in satin black.

Using the excellent drawings in Harry Woodman's article and various photos on the Internet it became apparent that a lot of detail was missing (Photo **20**). Most obvious is the total lack of any exhaust stubs, and I felt I had to remedy this. Ideally I would have liked to have made them from tubing, but lacked both suitable material and any means to bend it at the 90 degrees required. So I settled (again!) for the use of K & S brass wire, which I bent to the required angle and then filed at 45 degrees as visible in the aforementioned photos, before cutting from the main length of wire (Photo **21**). I did this eighteen times (for the nine cylinders) before realising I only needed fourteen, as two of the cylinders are covered by the mechanism for extracting carburettor heat. Attached with cyanoacrylate, they were then painted a rusty exhaust colour, and a spot of matt black sufficed to depict the open end of the exhaust pipe. Also missing is the prominent ring of bolts around the crankcase, and I replicated these with thin slivers of plastic rod. Finally, Harry Woodman's drawings show the arrangement of the ignition wires, two per cylinder, so some quick work with a very fine drill and some electrical wire produced what was required. I did not attempt to create the circular loom from which they all come, instead I just led them in to the back of the crankcase, as this part faces forward on the model against the pod, and nothing much can be seen down there. I guess the real super detailer could do much more here, but I was happy just to busy it up a little and create the general effect (Photo **22**). The propeller accurately reflects the original, which was two two bladed props bolted together to form a four bladed unit. I opted to replace the plastic prop shaft on the engine with a length of brass wire, which was simple enough, but meant I had to fill the large shaft holes in the props themselves. This was easy to do with a section of sprue in each, set with liquid cement, applied by brush. Once hardened they were sanded

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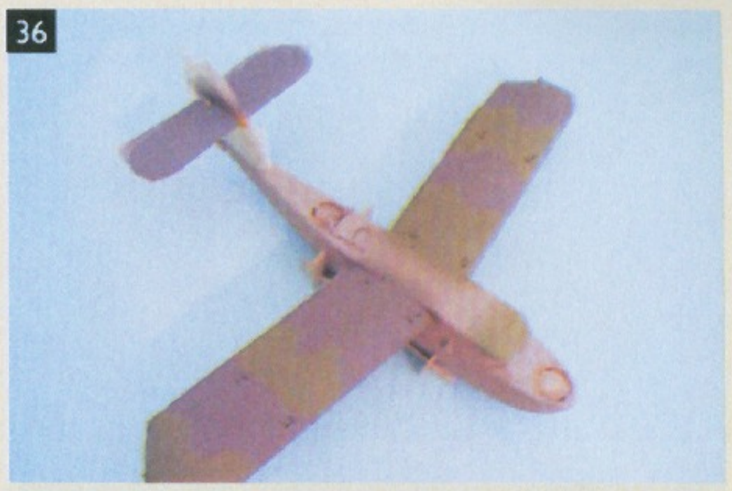
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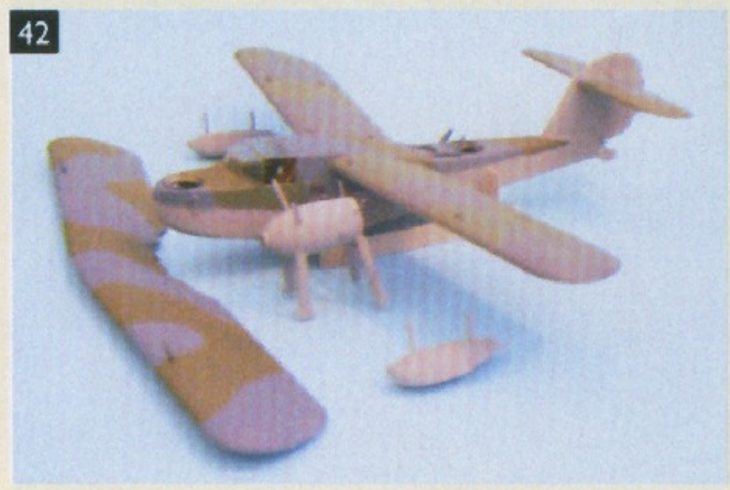
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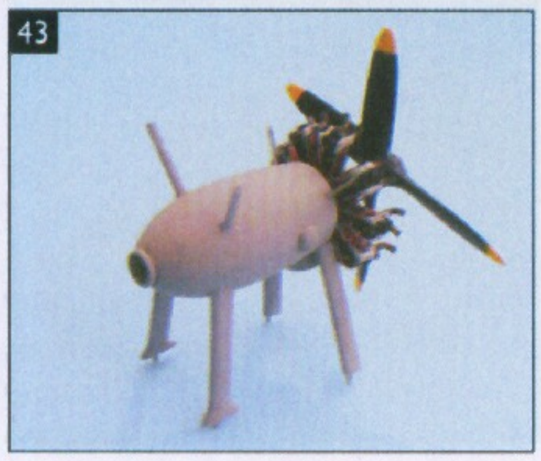
flush, and a new hole for the shaft created with an appropriately sized drill. The props were then undercoated white, and the yellow tips painted in. Once dry the yellow was masked off and semi-gloss black applied by brush. This is a lot easier than trying to apply the yellow tips on to black painted props.

Wheels & Floats

The floats are each in two halves that fit together with no problems. But once again I deviated from the instructions in order to build in more strength and make later assembly easier. Instead of using the short sections of strut (parts 7) that butt join to both the float and then the under surface of the wing, I resorted to using longer sections of brass Strutz again. Holes were drilled & shaped, and the Strutz, inserted to touch the inside floor of the float, secured with cyanoacrylate (Photo **23**). At this stage they were only push fitted into the wing. Later when painting and decalling was complete, I cut a piece of square section wood to the same depth as parts 7, applied cyano to the holes in the lower wing, placed the bit of wood between them, and pushed the float assemblies in (shown in Photo **47**). The bit of wood was then slid out. Hey presto! Each float sticking out by exactly the right amount, and both sides exactly the same. (Not to mention that they are supremely knock resistant).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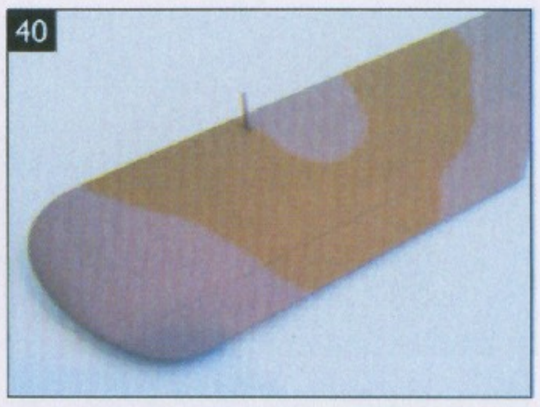
The main undercarriage and wheel connections look way too weak to support the model, so thoughts turned to strengthening this area. By now it will be no surprise that I turned to the K & S brass wire again, and cut a channel in the rear face of each undercarriage leg with an Olfa P-cutter (Photo **24**). Holes were drilled in the fuselage mounting plates and the wheels, and then a section of wire was bent to lie in the channel, enter the fuselage mounting plate at one end, and be the axle for the wheel at the other (Photo **25**). A simple job that took no more than fifteen minutes in total, but which means that my Walrus should not collapse in a hurry. I really think that unless you do this, the undercarriage will not last long on this hefty model.

First Sub-assembly

Now that the fuselage was together, I needed some sort of stand to hold it in while work progressed. Using a thickish piece of card, I cut out a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simple pair of endplates, which were slotted to take a pair of joining pieces, and the whole lot glued together with a little Evo-stik (Photo **26**). It proved to be very handy, as the Vee shaped underside of the Walrus fuselage meant it was always tipping over to one side. Not very useful when trying to check wing alignment etc. from head on.

The lower wings are simply butt jointed to root stubs on the sides of the fuselage, and although I considered using some sort of spar for strength, I decided just to go with it as shown in the instructions. It turned out to be a very strong and firm join, so I would suggest there should be no worries here. In order to get the 4 degrees of dihedral shown, I cut a cardboard template, which was used for checking (Photo **27**). A couple of matching supports were made from Lego, which were slid under the wings until they were held at the angle of the template, and the whole lot was left for 24 hours to set. A similar process was followed for attaching the upper wing panels to the small centre section piece, but this time using a template cut at 3 degrees (Photo **28**). Both templates were created by placing a 12in ruler over the drawings in the instructions, and extending the two angle lines by pencil. Then laying a 7in piece of card along the bottom pencil line, the upper one can be drawn back on, and the template cut out. It was then possible to test fit the engine pod and upper wing, and the 'Steam Pigeon' was beginning to assume its unmistakable shape.

Painting

Everything was taken apart again to the basic sub-assemblies, (Photo **29**) all openings plugged with tissue, and given an undercoat of Halfords acrylic white plastic primer. A smoothing off with fine steel wool followed, and any of the usual missed spots or blemishes attended to.

Returning to the windscreen assembly, I cut out the starboard sliding panel and put it to one side, so I could later fix it in the open position. A thin bead of cyano was then run around the edges of the main unit with a cocktail stick, and then it was attached over the cockpit opening. When dry, I ran a 50/50 water & Krystal Klear mix along the join to ensure any sections I missed with the cyano were held tightly.

The windscreen assembly was masked off using Tamiya tape, and a fresh knife blade. It's a little laborious with all those panels, but at least they

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are mostly flat, straight-edged panels. Then a coat of interior green was brushed on to represent the inside colour of the framing, before all sub assemblies received a coat of Halfords white plastic primer (Photo **30**).

Using Tamiya acrylic Sky Grey two coats were airbrushed over the undersides and fuselage to ensure good coverage (Photos **31** & **32**). The lower surfaces of the wings and tail planes were then masked off, (Photo **33**), and the topsides of the lower wings dealt with. They are 'shadow shaded' in lighter tones of camouflage than the rest of the upper surfaces, with AeroMaster Dark Sea Grey going on first. In order to get a tight 'feathering' between colours I marked out the camouflage pattern

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with rolled sausages of Blu-Tack, (Photo **34**) and filled the areas to remain Dark Sea Grey with tissue paper to prevent accidental overspray, (Photo **35**).Then using my own mix of Light Slate Grey, the second colour was airbrushed on. Although I use a dual action airbrush that should be capable of producing the desired tight feathering of colours, I find it worth the extra trouble of using Blu-Tack as it means you can get the camouflage pattern right without having to try and do it freehand (Photo **36**). Once dry, the lower wings were masked where they join the fuselage, and more Blu-Tack used to set up the demarcation between the upper and lower fuselage colours. (Photo **37**).

AeroMaster Extra Dark Sea Grey was then airbrushed on to the fuselage, tailplanes, and upper wing. This was followed by more Blu-Tack and tissue paper (Photos **38** & **39**), and then AeroMaster Slate Grey was Airbrushed on to complete the main spray job of the whole airframe. Pulling all the masking off (always a favourite bit!) revealed a lovely paint job (Photo **40**).

Unlike some, I usually take the canopy masking off at this time, as I don't like to leave tape on the clear parts any longer than I have to (Photo **41**). Also I find that if you wait too long the paint will have hardened to the extent that it rips with a ragged edge as you lift it away, whilst it tends not to when it is softer. Later I will just re-mask the whole area for varnishing without bothering about the frames, as they can be done by brush. It's all a matter of personal preference.

Then came the only really annoying blunder. I had filled the cockpit with damp tissue paper, and tacked the sliding portion of the window back in place, all nicely masked up. So just how did I put it on the wrong way around, so that the masking was on the inside? I now had a fully camouflaged glass panel!

Fortunately the paint came off with brush cleaner, which had no effect on the plastic, and was clear again once more. Using a wide flat brush, everything was given a coat of Johnsons Klear in preparation for the decals (Photo **42**).

Decaling

The decals look superb, being of good colour density and very thin. They go on very easily and snuggle down on the surface with no trace of silvering. I did have a spot of bother though with one of the fin flashes in that the red area started to shatter when I moved it off the backing paper. Gentle work with a No. 1 paintbrush eased everything back in to position and saved the day (Photo **44**). The same thing happened with one of the red centre spots on the under wing roundels (Photo **45**). Quick work with the brush, and all was well again

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(Photo **46**). I guess it must have been a fault with my sheet, as it suggests it must have been creased at some time, although I didn't see anything wrong with it.

Apart from the national markings, there are only serial numbers to go on and decalling is complete. You will need to make your own mind up over the question of whether or not wing walk markings are needed, and if so, get hold of the separately available sheet from Classic Airframes. I have yet to find a wartime photograph of a camouflaged Walrus carrying them, so was content to carry on without.

After a good 24 hours to settle, the model was wiped over with a damp cloth to remove any residues, and the decals overcoated with more Johnsons Klear.

Final Assembly

All that work with brass wire and Strutz now pays off! The legs of the engine pod each had a spot of cyano on the bottom, and the unit was pushed into the top of the fuselage (Photo **48**). Lengths of stretched sprue were then inserted into pre-

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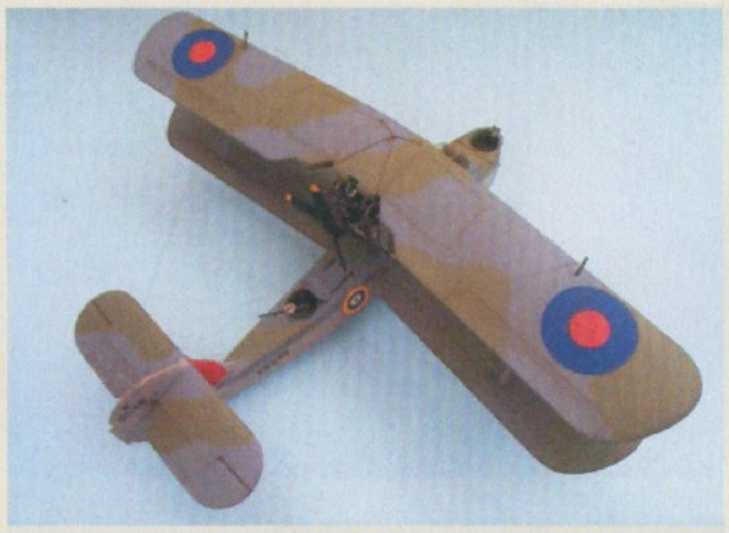

The completed model

drilled holes to rig the unit. The instructions suggest making 'acorns' from sections of sprue for where the wires intersect. I don't think so! A blob of Kristal Klear applied with a cocktail stick, and built up in layers makes for an easier job (Photo **49**).

Now, for the key stage. The two forward holes on the underside of the upper wing centre section were both given a blob of Araldite, and the upper wing fitted to the two forward struts on the engine pod. The rear engine pod struts were just pushed into the rear holes in the centre section without any cement at this stage. Then taking all four interplane struts, they were also popped in to place without any cement. This sets the correct amount of incidence relative to the bottom wing, and also ensures it is parallel when viewed from the front. Checking also from above, a slight rotation was applied to the upper wing to keep all leading and trailing edges in proper alignment with each other. After about half an hour the Araldite had cured, and was holding the top wing exactly where I wanted it. The interplane struts were popped out, each wing surface contact point given a blob of cyano, and the strut replaced. Turning the aeroplane upside down, (hooray, it stayed together!) the rear pod struts (which were left 'floating' when originally put in) were slid a little way back in to the engine pod, cyano put in the holes in the wing, and then slid out again to be secured in place.

With a big sigh of relief, the whole assembly turned out very strong and nicely aligned from all angles (Photo **50**). The floats and undercarriage were now fitted, ready for the final bit.

Rigging

All rigging was done with sprue stretched over a candle flame, taking care to make enough of similar cross section. It was all inserted in to holes pre-drilled before final assembly, and secured with Krystal Klear. The wings have little resin securing points, which were all fitted before painting started, though they were a little fiddly to fit. Any sagging can be cured by holding a heated pin about half to one centimetre below, when the line will suddenly sag further, then magically pull itself tight up. (OK, so I melted a couple and had to replace them, but it does work if you get it right).

Final Finishing

The glazing for the rear gunner's hatch was cut out and fixed in place followed by the gun itself. Two of these are provided in resin, and are quite fragile. I managed to break one cutting it away from its pouring block, but wasn't too concerned, as I didn't want to fit the bow gun anyway.

Harry Woodman's article shows quite clearly how the towing line is secured around the bow opening so I replicated this using 5 amp fuse wire for towing eyes and hook (Photo **51**), with cotton for the line. Also visible in some of the photographs and on Harry's model itself is the lifting strop on the upper wing centre section, essential for hauling the Walrus back on board after a catapult launch. Again using cotton I replicated this as best I could, and tacked it on in all four corners (Photo **52**). Then using a 50/50 solution of water and Krystal Klear this and the bow line were carefully brushed, which helps secure them in place. Once dry, a thinned out coat of brownish cable colour was applied, to tone them down (Photo **53**).

The overall cockpit area was then re-masked, and the whole model given an airbrushed coat of Humbrol satin varnish, which gives a nice uniform finish. The wing tip navigation lights had earlier received a coat of Tamiya Clear Red or Green, and were popped into pre-drilled holes in the lower wing leading edges. That troublesome glazed sliding panel was fixed in an open position with a tiny dab of Krystal Klear (Photo **54**), and finally invisible thread was run from one wing tip post to the other, via the rudder post, to represent the radio antenna, and the Walrus was complete (Photo **55**).

Conclusion

Did I enjoy making this model? You bet! It held my interest throughout the build and I had no problems or dramas with it. That said, it is not one for the beginner, and I think you will need a few biplanes under your belt before tackling this one. Obviously it can be built as per the instructions and without the use of brass wire and Strutz, but I honestly believe it was easier to build and paint in major subsections in the way I did.

It was a little annoying at first with the 'missing' navigation lights and wing walk decals that never were, it looks as if they were originally intended to be in the kit but left out at the last minute. I bet I'm not the only one who has bought this kit and been caught out!

Ultimately though, Classic Airframes are to be congratulated on producing the Walrus, and making such a good job of it. The surface detail is nicely restrained, and the overall fit of parts is very good. It looks absolutely right, with the plug-ugly and functional look of the real thing, and yet it some how manages to have character by the bucket load, making an interesting comparison with that other well known aeroplane from Supermarine (Photo **56**).

Go and buy one, and get some brass wire while you are in the shop!

John Stokes

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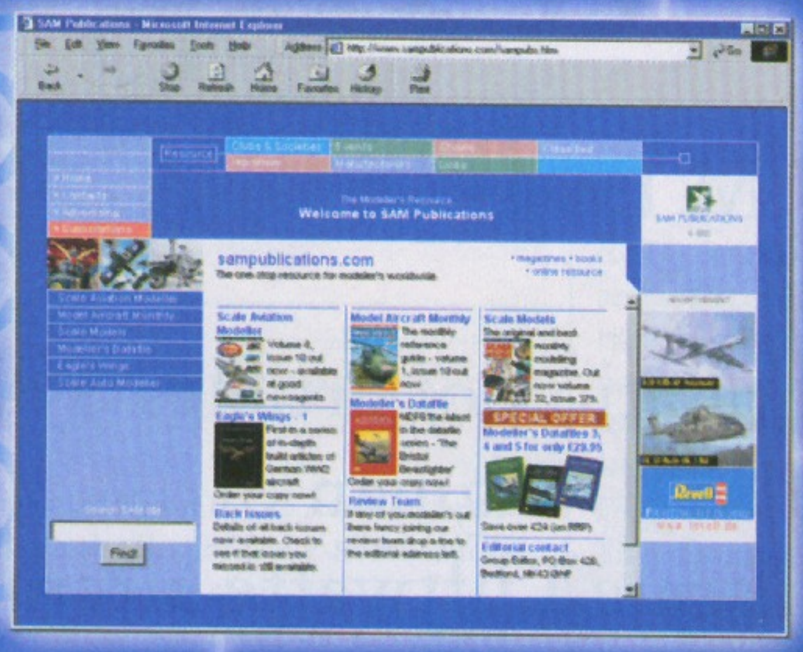

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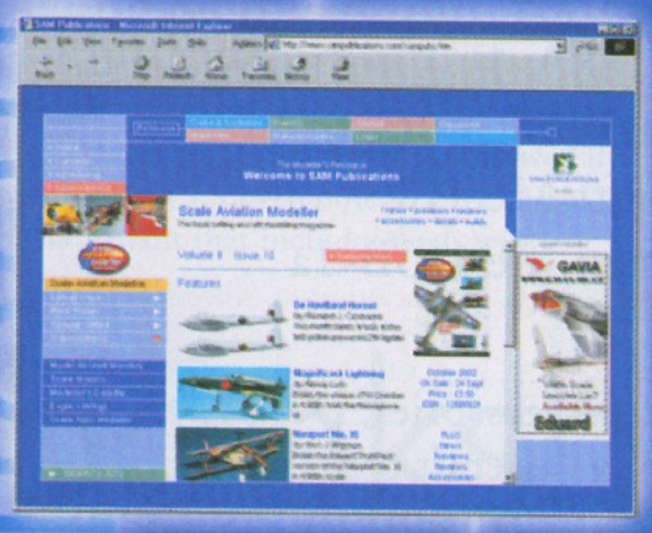

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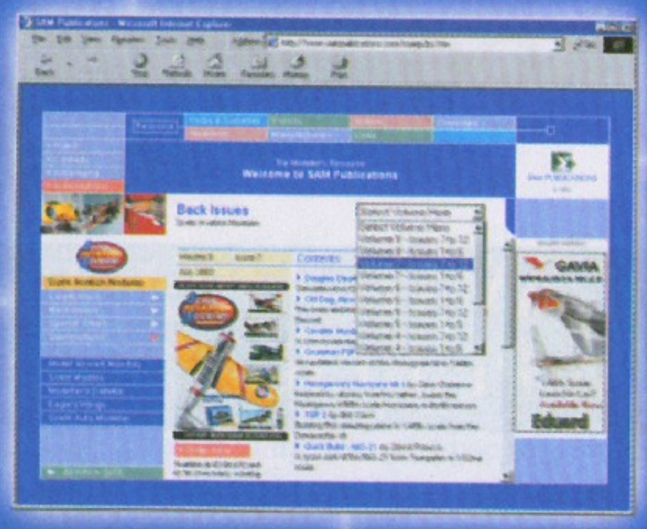

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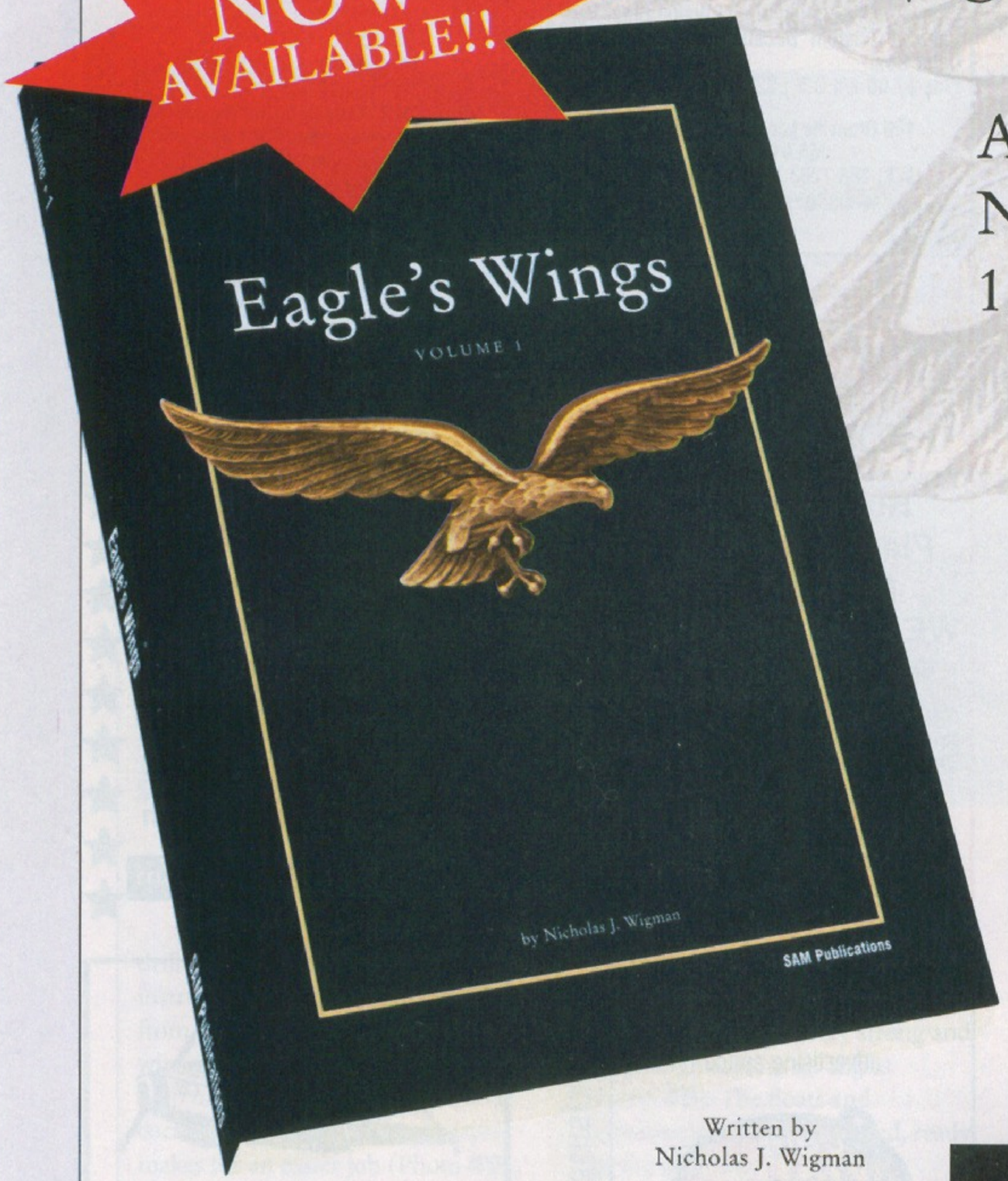

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book of the month

Vickers Valiant

by Eric B. Morgan

Price: £14.99

ISBN: 1-85780-134-2

Publisher: Aerofax

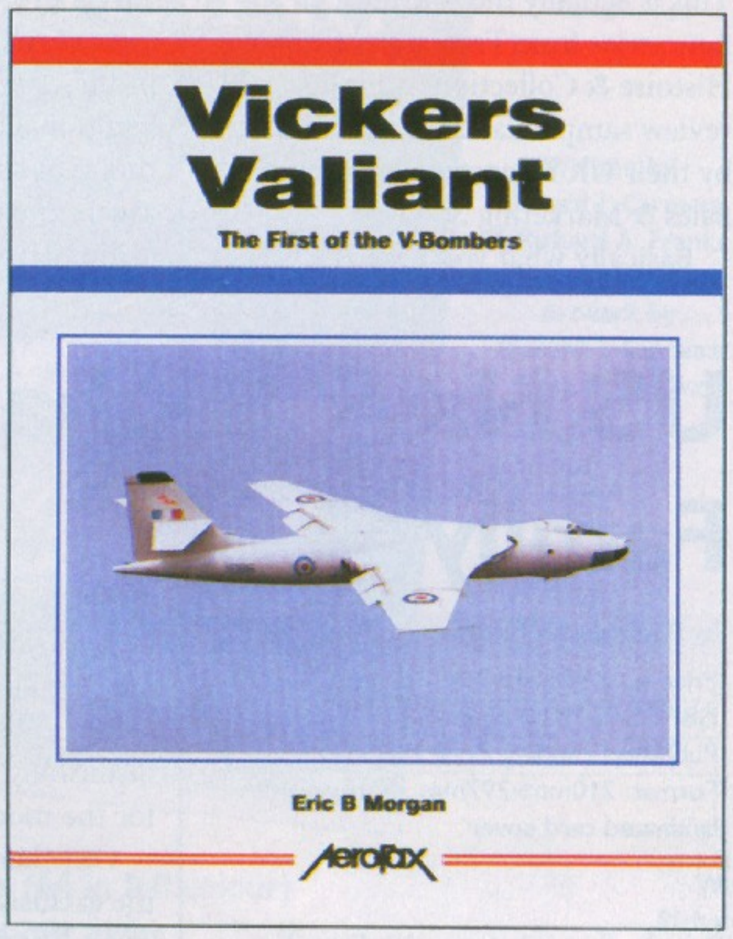
Format: 215mmx280mm, 128 page, laminated card cover

This is the latest addition to the Aerofax series and it deals with the first of the V-bomber force, the Valiant. The narrative charts the development and service use of the design and this is coupled with masses of period photographs, diagrams and sketches. This narrative starts with B.35/46 and B.9/48 design submissions, which indirectly led to the Valiant. This is then followed by a chapter dealing with the prototypes and B Mk 1 airframes, then the B Mk 2 'Black Bomber' and other projects. The third chapter deals with the service use of the B Mk 1s and the B(PR) Mk 1 and is followed by a chapter looking at development work carried out on the Valiant that includes trials with RATO, in-flight refuelling, ECM and ejection seats. The sixth chapter deals with the use of the type during the Suez Crisis and the move to a non-nuclear role at low-level and this is followed by a look at the free-fall nuclear weapons the type would have carried, the Blue Danube and Red Beard, as well as Thermo-nuclear weapons like Yellow Sun.

The appendices in this title chart the history of each unit and squadron operating the Valiant, individual histories of each Valiant, the use of the Valiant as a test bed for the Pegasus engine of the Harrier, long-range bomber development and preparing the Valiant for the New Zealand Air Race.

This is certainly a book for both modeller and aviation enthusiast and one that can therefore be recommended to all of you with an interest in this subject.

Our thanks to Midland Publishing for the review sample.



bookshelf

JG 1 'Oesau' – 1944-1945

by M.J. Murawski

Price: £TBA

ISBN: 83-89088-45-2

Publisher: Kagero

Format: 170mmx240mm, 88 page, laminated card cover

Following on from our previous reviews of the JG 5, 7, 26, 27 and 2 titles from Kagero last year, this is the newest addition to the series. Once again the text is offered in both English and Polish and once again it includes a decal sheet from Techmod in both 1/72nd and 1/48th scales.

The coverage deals with JG 1 in the 1944 to 1945 period and therefore includes operations with the Fw 190, Bf 109 and He 162. This period of operations is split into five stages; defence of the Reich (jan-May 1944), over Normandy (June-Aug 1944), defending the Reich again and fighting on two fronts. A final section deals with the JG1 elite and the squadron's use of the He 162. Each of these sections is extensively illustrated with period black and white photographs, mainly of the machines, but also of the pilots etc. There is also a fold-out colour profile of four Fw 190s in the centre of the title, plus two more in the inside front cover, two of the Bf 109 in the inside back cover and two of the He 162 on the outside back cover.

Another good title in the series, well suited to the modeller and pure aviation enthusiast. The information, photos and colour side profiles make it worth adding to any Luftwaffe fan's library.

Our thanks to Kagero for the review sample.

Bell P-39 Airacobra in Italian Service

by M. Mattioli

Price: ¤15.50

ISBN: 88-86815-85-9

Publisher: IBN

Format: 210mmx297mm, 64 page, laminated card cover

This is the latest title from Italian publisher IBN and comes in the usual format with narrative text and photo captions offered in both Italian and English. The title is split into three main sections. The first deals with the history of the use of the P-39 by the Italian AF from 1944 to 1945. This section takes up 36 pages and is packed full of very useful period black and white photographs. The second section is a modelling section, and this is offered all in colour. Eleven pages are used in this section and it is basically a detailed build article of the Eduard kit in 1/48th scale. This is followed by the final section which although entitled 'colouring' deals with both camouflage and marking and technical data on the type. Here a number of diagrams from the official flight manual have been used.

Overall this is a great book, up to IBN's usual high standard. It is good to see the P-39's use in Italy covered and the use of both Italian and English text just make the whole thing far more appealing. If you like the Airacobra, or Italian Air Force subjects, this book is for you.

Our thanks to IBN for the review sample. UK customers can obtain this title from Midland Counties, in North America from Pacific Coast Models, in Australia from Aeroworks and in Japan via Nishiyama Yosho Co., Ltd.

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Curtiss P-40 from 1939 to 1945.

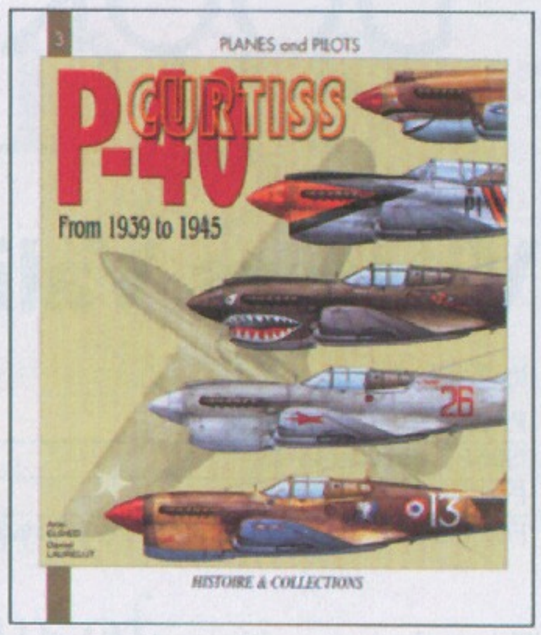
by A. Elbied & D. Laurelut
Price: £9.95
ISBN: 2-913903-47-9
Publisher: Histoire & Collections
Format: 200mmx240mm, 82 page, laminated card cover

This is actually the third title in a new series from French publisher Histoire & Collections and this review sample has been passed to us by their UK importer, Chris Lloyd Sales & Marketing Services.

Basically what you have is a very concise narrative history of the P-40 throughout WWII coupled with a mass of colour side profiles and additional artwork, diagrams etc. The narrative deals with each version of the design from P-36 right through to the P-40N and it also covers prototypes and one-offs. On average there are 28 colour side profiles per type and there are also additional images to cover such things as sharksmouth, the Flying Tigers and even standard RAF camouflage for the type. Text is English throughout and the narrative includes technical data and even a breakdown of the differences between each variant.

Overall an excellent title and one we can heartily recommend to all modellers with an interest in this aircraft type.

Our thanks to Chris Lloyd Sales & Marketing Services for the review sample. If you experience difficulties in obtaining a copy in the UK or you want to know of stockists contact their customer service line on 01202 649950.



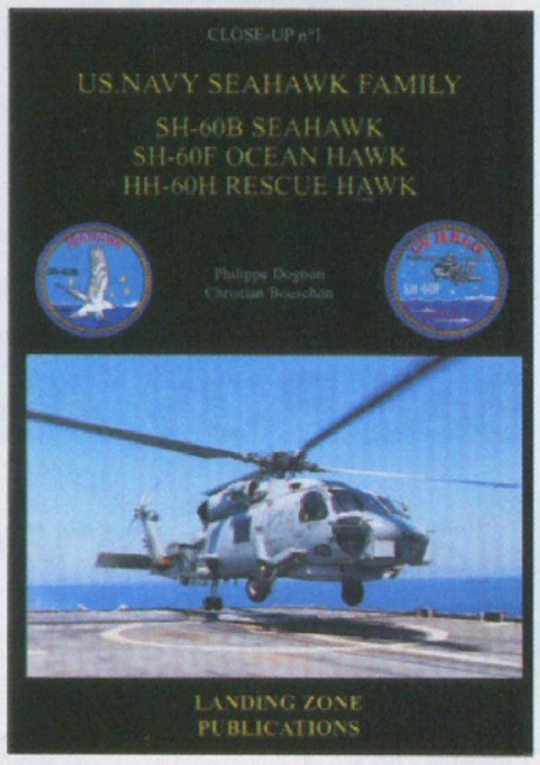
US Navy Seahawk Family

by P. Dognon & C. Bouschon
Price: £12.95 (¤18.20)
ISBN: 2-9519087-0-9
Publisher: Landing Zone Publications
Format: 210mmx297mm, 40 page, laminated card cover

This the first title from this French publisher and the first in their 'Close-Up' series. Basically what you have here is a large selection of clear colour photographs in and around the SH-60 in B and F and HH-60H forms. It's a 'walk-around' style of book and therefore ideal for the modeller. All of the pictures are of high quality and produced fairly large on the page (most pages have six images). The coverage includes both external and internal details with the SH-60B getting most of the coverage and the SH-60F and HH-60H only being covered in those areas that differ from the B. There are also a number of images of artwork applied to the type in service and even a selection of images of the flight decks of destroyer, cruisers and frigates that operate the type.

Overall a very useful and beautifully produced title that is ideal for the modeller.

Our thanks to Hannants, who are the exclusive UK distributor of this range, for the review sample.



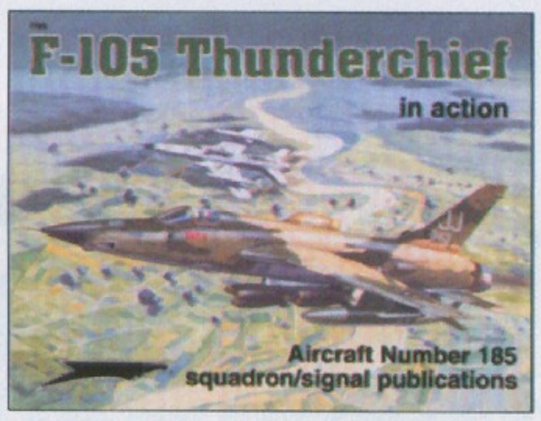
Republic F-105 Thunderchief In Action

by K. Neubeck
Price: £7.99
ISBN: 0-89747-447-3
Publisher: Squadron/Signal Publications
Format: 210mmx280mm, 50 page, laminated card cover

This is the second new title in the 'In Action' series this month. It is in the same style and format as the previous one, with limited narrative text coupled with a mass of black and white photographs. The text deals with specific versions of the F-105 starting with the A series, then B (including the Bs operated by the Thunderbirds display team), C, D, E, F & G. The narrative concludes with a look at the type's service in Vietnam, albeit a fairly brief 'look'. Once again there are lots of detail shots, plus scale plans and scrap views showing the changes in the basic airframe and the various missile and weapons system used by the Thud throughout its career. The centre pages offer ten colour side profiles.

A very useful little reference on the Thud, ideal for the modeller and perfectly timed for the Trumpeter kit in 1/32nd scale!

Our thanks to Squadron/Signal Publications for the review sample. The UK importer for this series is Pocketbond Ltd.



Heinkel He III In Action

by G. Punka
Price: £7.99
ISBN: 0-89747-446-5
Publisher: Squadron/Signal Publications
Format: 210mmx280mm, 50 page, laminated card cover

There are three new titles in the 'In Action' series this month and this is the first. It comes in the standard format for the series with the narrative text limited and the majority of the content in black and white photographs. The text has been split up to deal with specific versions of the He 111, starting with the A-0 series, then B, C & G, D , E, F, J, P, H-1 through H-5, H-6 through H-15, H-16 through H-23, R and Z. The text finally signs off with a look at the type in service, although as you will imagine this is very brief! Throughout there are lots of detail shots, plus scale plans and scrap views showing the changes in the basic airframe throughout its use. The centre pages offer colour profiles of ten He 111s.

A very useful little reference on the He 111 and ideal for the modeller.

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Junkers Ju 52 In Action

by H-H Stapfer, H-J Mau & G. Punka
Price: £7.99
ISBN: 0-89747-448-1
Publisher: Squadron/Signal Publications
Format: 210mmx280mm, 50 page, laminated card cover

The third and final new addition to the 'In Action' series this month. The text has been split into chapters dealing with a specific version of the Ju 52, starting with the single-engine Ju 52 ce, then moving on to the Ju 52/3m pre series, Ju 52/3m fe, Ju 52/3m ge, Ju 52/3m reo, Ju 52/3m ho, C-79, Ju 52/3m g3e, Ju 52/3m g4e, Ju 52/3m g5e & g6e, Ju 52/3m g7e to g12e, Ju 52/3m g14e, Ju 52/3m See and Ju 52/3m MS. The final sections deal with the service use of the type in the Spanish Civil War, Sino-Japanese War, Luftwaffe service, foreign operators of the Ju 52/3m, the post-war French-built AAC-1 Toucan and Spanish-built CASA 352 and post-war civil operations with the Ju 52/3m. Once again there are lots of detail shots, plus scale plans and scrap views showing the changes in the basic airframe throughout and the centre pages offer colour profiles of ten Ju 52s.

A very useful little reference on the Ju 52 and ideal for the modeller - I bet you never knew there were so many versions of the Tante Ju!

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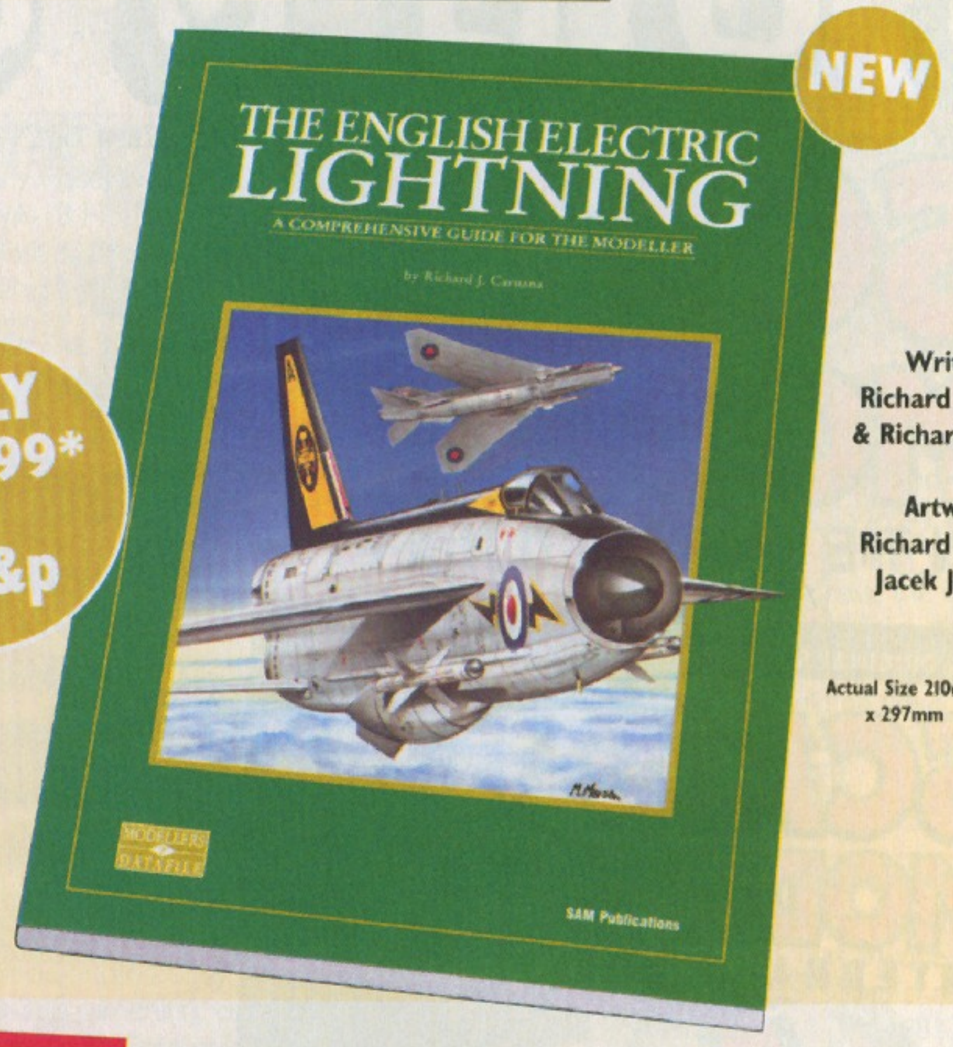

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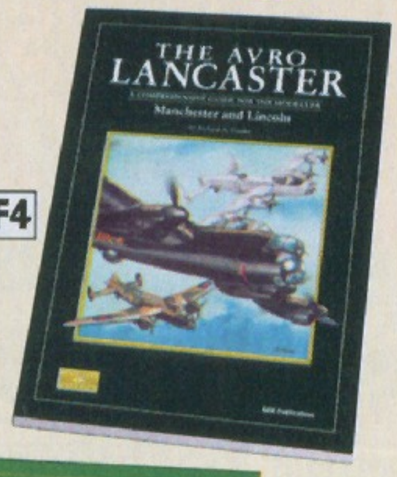

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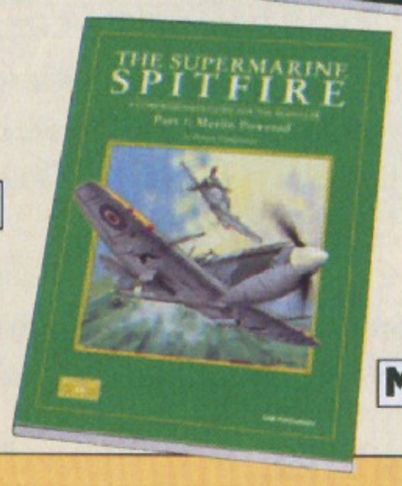

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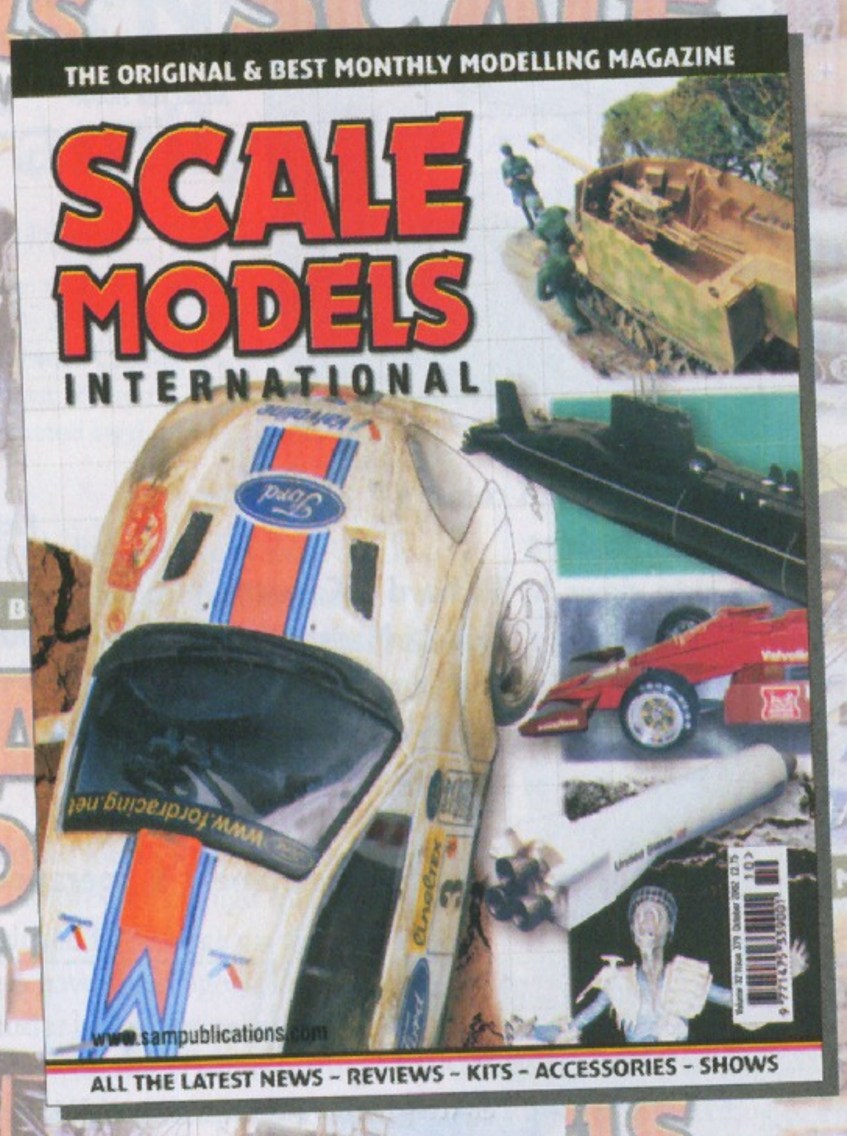

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and ESCI R4D-5 Skytrain (skis). Reasonable prices paid or swop for 1/72nd Airways Britannia and Shackleton. Contact Graham Jackson Tel: 01780 764954 (evenings).

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Fuerza Aerea # 11.A.1 Dagger/Finger, #3 Mirage IIIEA/DA, #7 Mirage IIICJ/EA needed. Marco Zenati, Via Gasparini 11/1, 24125 Bergamo, Italy.

Replic 109 (or copy of Ju 388
article/photoscope). Also photos of Ju 388 camera(s), cockpit, periscope weapons? Contact: Sean, 30 Elm Friars Walk, Camden, London, NW1 9YP.

Paragon Designs 32032 60lb
rockets and rails (8 inch) for Hawker Typhoon in 1/32nd scale. Will pay top price and postage. Contact Panos Hamakiotis, Thiseos Av. 213-Kallithea-17673, Athens, Greece. Fax: 0030210 9576094. E-mail:Venus-H@Ath.Forthnet.Gr

Arrow Graphics decal sheet
C-88-72 Mosquito No.409 Squadron 1/72nd. Contact Peter Young on 01223 704646 or e-mail: py204@cam.ac.uk

Please Note... Submissions to the Readers' Classified section will be accepted in either typed or hand-written formats. Please note that the latter must be clear and in capital letters. We must insist on this, as a number of problems have arisen due to unclear handwriting in previous advertisement submissions.

OOP Revell 1/48th scale Wessex
3 and 5 helicopters. Kit nos. 4468 & 4484. If you can help contact two.freds@btinternet.com or Fred, 14 Kerry Close, Fleet, Hants, GU51 2UF.

HELP

Can anyone help me find the
colours of F-4B 153088 VX-4 1976) an option in the Esci kit number 4067. If anyone could let me have the instructions or a copy of the same. Failing that any information on the decal placement and colour scheme would be great. Contact N. N. Bird, 9 St James Close, Willington, Derbyshire, DE65 6ER.

Looking for DC-8-63 (long version)
in 1/72nd, produced by Aircraft In Miniature Limited. Has anyone still got this model available? Contact me on 0049 (Germany) 0 170 7468121.

PEN PALS

Russia offers: archive photos
of Russia/Soviet aircraft & helicopters, aviation literature, postcards, model kits, accessories, decals in exchange for aviation literature. Contact Victor Kulikov, 129515 Moscow, PO Box 59, Russia. E-mail: viktor_Kulikov@rambler.ru, viktor_kulikov@mail.ru

This service is offered free to all our readers. Send classifieds (no more than 30 words) to:
Readers' Classified
SCALE AVIATION MODELLER International
Media House, 21 Kingsway,
Bedford MK42 9BJ
Adverts will be run space permitting. Please note, although every care is taken in preparing this section, SAM Publications cannot be liable for any errors and/or omissions. No confirmation of receipt will be given for adverts (inc. Email & Fax).

left: Alan Clark's scratchbuilt 1/24th scale Martin-Baker MB.5 from Scale Modelworld 2002 at Telford.
• See our sister title *Scale Models International* for the full show report.

feedback

Send Your Letters To...
Please send your comments, questions and tips and techniques to the editorial address, clearly marked 'Readers' Letters'.

Readers' Letters
The views expressed in this column are not necessarily those of the Group Editor or publisher. Readers' address details must be supplied but we will only publish them if the letter is considered to be a request for assistance or further correspondence from the readership.

www.sampublications.com

If you would like to attract more members to your club just write or fax the details to the editorial address so they can be added to this section, free of charge.

AAM/IPMS PORTUGAL. Please contact Antonio Neves Santos - R. Prof. Camilo Oliverira, 86A - 4420 GONDOMAR or Tel: 02 4540525.

THE ABERDEEN MODELLERS SOCIETY. Contact David Robertson, 27 Howes Drive, Aberdeen. Tel: 01224 690895.

ABINGDON IPMS. For information contact Simon Fisher Tel: 01993 774034 (not after 9pm).

AIRFIX COLLECTOR'S CLUB. For more information contact Jeremy Brook, 29 Elley Green, Neston, Corsham, Wiltshire. SN13 9TX.

AERO SPACE & VEHICLE Club Wombourne, Nr Wolverhampton. For details contact J. Van-Leerzem on 01384 278600.

IPMS Avon. Contact Andy Hills (01454 618085) or Phil Evans (01454 852133).

THE ASSOCIATION OF LONDON MODELLERS (inc. IPMS London). Meet between 7-9.30pm on the last wednesday of the month in the Camera Club, St. Brides Institute, Bride Lane, EC4. Contact Brian Lay 07813 908 938 or email BRIAN@asofmod.freeserve.co.uk

AUSTRALIAN PLASTIC MODELLERS ASSOCIATION PO Box 51, Strathfield NSW 2135, Australia. Web site WWW.apma.org.au. Meet at Ryde City Bowling Club Auditorium, Blaxland Road, Ryde. Contact: Tel:(02) 98083215 email: sljenkins@apma.org.au

AVRO LANCASHIRE IPMS. Contact Ian. D. Southwood on 01706 224 798 or Email: ianD@KSouthwood.freeserve.co.uk

IPMS AVON meets at the Rotunda Club (Avon Suite) on the third Wednesday of the month at 20.00hrs. For more details contact Phil, Tel/Fax: 01454 850119, Email: ipmsavon@aol.com

BIRMINGHAM IPMS. For more details call 0121 550 0515.

BAY MODELLERS CLUB, Bay of Plenty, New Zealand. Contact Peter Cook on (NZ) 07-575-6517 or Email FI-SH@extra.co.nz

BANBURY SCALE MODEL CLUB. Contact Reg Gray on 01295 264875.

BARNET IPMS. Contact Pete Stern (Secretary) on 020 8449 7854.

UMS (UNIVERSITY MODELLING SOCIETY) BIRMINGHAM meets every Thursday at Centre 13 Community Centre, School Road, Moseley, Birmingham.

BLACKPOOL MODELLERS. Contact Darren Elliott on Tel; 01253 317265 or E-mail; darren@miramar55.freeserve.co.uk

BRAMPTON SCALE MODEL CLUB (incorporating IPMS Brampton). Contact, Sam Bratby, 39 Ermine Way, Sawtry, Huntingdon, Cambs. PE17 5UQ. Tel: 01487 830689.

I.P.M.S. BOLTON. For more details contact David Swift on 01204 695375 or Ray Ashworth on 01204 669770 or e-mail the club at:- ipms.bolton@btopenworld.com

BRIDLINGTON & WOLDS SCALE MODEL CLUB meets at the Parade Public House, Bridlington on the second Monday of each month. For more information contact Kevin Dolman 01377 255594 or Malcom K. Stockhill 01262 677394

IPMS (CANADA) LONDON. Contact Kerry Traynor on 1-519-453-4818.

IPMS CAPE PENINSULA (SOUTH AFRICA), Cape Scale Modellers Club. Contact Marc Cilliers Tel: 021 671 5595 or 083 444 9471.

CHELMSFORD MODEL CLUB. Harway House, Rectory Lane, Chelmsford. Contact Michael Tel: (01245) 611548.

CHAPITRE REAL COTE (Montreal, Canada). For information contact Jean Marc Perreault. Tel: 450 659 5241 Email: jmarcp@megaweb.ca

CHILTERN SCALE MODEL CLUB. (incorporating IPMS Chiltern) meet first Wed. of every month at Shefford Memorial Hall. New members welcome. Contact John Chapman 01234 317763

THE CLACTON BRANCH of the IPMS. Contact Peter Terry on 01255 428653.

IPMS CLEVELAND. Contact: Mike Burns on 01642 592357 or Gary Stevenson on 01642 490589.

IPMS TYNESIDE meets at St. John's Church Hall, Newcatsle-upon-Tyne the 1st & 3rd Monday of each mont. Contact Rob Sullivan Tel: 01207 561971.

COVENTRY AND WARWICKS IPMS. For more details contact Carl Lewis, Midland Air Museum, Rowley Road, Coventry Airport, Bagington. CV8 3AZ.

CORNISH SCALE MODELLER'S SOCIETY. For more details contact Tim Rowley (Chairman); 45 Bodriggy St, Hayle, TR27 4ND Tel: 01736 757945 or Alan Jennings (Secretary) 5 Collygree Parc, Goldsithney, TR20 9LY. Tel: 01736 710033.

DERBY CITY MODEL CLUB. Contact Gavin (10am to 6pm Saturdays) on 01332 757873 (Tel/Fax) or Julian (evenings) on 01332 514193.

IPMS DERBY & DISTRICT. New branch secretary: Nick Allen, 8 Oakwood Close, Stenson Fields, Derby. DE24 3ET

I.P.M.S DEUTSCHLAND e.V. Contact: Günther Lindow, Bergengrünstrasse 5-7, 14129 Berlin, Germany. Email: Volker.Helms@t-online.de.

I.P.M.S DEUTSCHLAND e.V. Contact: Volker Helms., Alte Dorfstrasse 26A, D-19065 Godern, Germany. E-mail: Volker.Helms@t-online.de. Home page: www.ipmsdeutschland.de.

EAST KENT MODEL CLUB meets in Ramsgate. For details contact Stu Davies on 01843 867404.

EAST MIDLANDS MODEL CLUB. Contact Gordon Upton on 01455 230952 (day) or 01455 878722 (evenings).

EAST NEUK MODELLING CLUB For more information contact Brian on 01334 655131 or Dave on 01334 652439.

EAST RIDING SCALE MODEL ASSOCIATION meets every second Monday in the month at Beverley. Anyone interested should contact either: Richard Alsop 01482 711300 or Tony Bolder 01482 566008

IPMS ESSEX/HARLOW. For details and an information sheet, please ring Steve Hubbard on 020 8514 3840 or 0860 228194.

ESSEX SCALE MODEL SOCIETY For more information contact Dave on (01245) 604552.

EASTERN SUBURBS SCALE MODEL CLUB (ESSMC), Box Hill, Vic, Australia. For more details contact Pete McKinnon, 61+3 9725 5480 or write to: 33 Clegg Ave, Croydon, Vic 3136, Australia.

"FAMAS" (PRONOUNCED "FAMOUS') journal of the Frog & Airfix Model Aircraft Society. Contact: FAMAS, 35 Rosebery Road, Suffield Park, Cromer, Norfolk. NR27 0BX.

IPMS FENLAND/SPALDING MODEL GROUP. Contact Mr B. Pickering 01775 710465.

GLASGOW IPMS. Non-IPMS members welcome. Contact Bruce Smith on 0141 563 2098.

GLOUCESTER IPMS. Contact Jeff Brown, 123 Pleasant Way, Beeches Park, Cirencester. GL7 1BJ. Tel: 01285 659254.

GRANTHAM MODEL CLUB. Contact John Tinkler on 01476 870816 or Craig Gardiner on 01476 401483.

IPMS GREECE (CORFU BRANCH) Contact 0030 661 41506 or Fax 0030 661 41114.

GUERNSEY PLASTIC MODELLERS GROUP. Contact Dave Nash, 7 Pierre Percee Villa, Prince Albert Road, St Peter Port, Guernsey. GY1 1EZ. Tel: 01481 728186.

THE HARROW MODELLING SOCIETY. Contact Roger on 020 89976051 for more details or visit www.harrowmodellingsociety.co.uk

HOBBY DEPOT MODELER CLUB. Contact M. Fuller, 1524 Est Summer St., Hartford, WI 53027, USA.

IPMS HORNCHURCH. New Club Secretary; Dave Ryan, 36 The Lintons, Linton Road, Barking, Essex. IG11 8HS. Tel: 020 8594 4670.

ISCA SCALE PLASTIC MODEL CLUB - East Devon. Contact Mr K.Sweeting 10, Old Barn Close, Stokecanon, Exeter, Devon. EX5 4AD.

IPMS KENT. For full details please contact Ken Withey, 8 Belmont Road, London, SE25 4QF Tel: 0208 654 8531 Email: kenwithey@btinternet.com.

IPMS KINGSTON (CANADA). Contact Tony on 389 4878.

IPMS PROVINCES OF FRANCE. The URL for IPMS Provinces of France changed to http://www.multimania.com/ipmspdf/index.htm

IPMS SOUTH AFRICA. For further details contact Colin Burgess on 011 462 3549 or Email albertrn@global.co.za or visit or Web site at www.kimberley.co.za/ipmssa.

IPMS SOUTH EAST LONDON please ring Paul Brack on 020 8650 6504 or Alan Partington on 020 8697 6929.

IPMS SOUTHAMPTON. For more details contact Nigel Robins on 02380 582808.

IPMS STE HELENE (Montreal, Canada). For information contact Jean Marc Perreault. Tel: 450 656 7243.

IPMS TORONTO (CANADA). Contact IPMS Toronto, 3219 Yonge St., Suite 334, Toronto, Ontario, M4N 2L3, Canada.

IPMS WESSEX. For more details contact Karen Robins on 02380 582808.

WEST MIDDLESEX Scale Model Club. For more information contact Don Sharpe on 01932 788548 or Tony Horton on 0208 3843840.

IPMS YU-VOJVODINA (Yugoslavia). Contact Nenad Miklisev, Bulevar Velijka Vlahovica 56/10, 23000 Zrenjanin, Yugoslavia. Email: modelart@ptt.yu

JUNIOR MODEL CLUB, Midland Air Museum, Bagington, Coventry. For more information contact Dianne James. Tel: 024 76301033

KEMPSTON & DISTRICT SCALE MODELLING CLUB. Meet twice a month on alternate Tuesday evenings at Southfield Community Centre, Kempston, Beds at 7pm. All welcome, irrespective of skill levels. Contact Tony Issott on 01234 852780

KINGS'S LYNN SCALE MODEL CLUB dealing with all aspects of modelling. We meet on the second Wednesday of the month in the 'Workers Club' in King's Lynn at 19.30. For more information ring Mike Condra 01553 827126 or David Crump 01553 673744.

LINCOLN MODEL CLUB (IPMS Lincoln). For more information, contact Ian Crawford on 01522 533380.

KAIMAI BRANCH IPMS (NZ). Contact Peter Cook at bmc-ipmsnz@xtra.co.nz or Tel: 07 5756 517

KEIGHLEY PLASTIC MODEL SOCIETY contact John on (01535) 665722.

LEEDS IPMS. Meets 2nd Friday each month at Netherton Working Mens Club, Netherton Lane, Netherton, Wakefield. Contact Mike Robson on 01484 350612. michael.robson@ntlworld.com

LOTHIAN MODELLERS CLUB and Edinburgh IPMS. For details contact Ian Hanratty on 0131 665 4087.

MARITZBURG MODELLERS CLUB, South Africa. Contact Andy Williams 0331-961-850 or Alan Farre 0332 306446.

MANCHESTER IPMS Contact Karen Cunliffe on 0161 343 5475 or Bernard Chadwick 01942 675277 for discussions or further details.

MEDWAY MODELLING CLUB, Gillingham, Kent. Contact Harry Greenwood 01634 829531 (daytime) or Bill Clark 01795 426686 (after 7pm).

MERCIA SCALE MODELLERS (incorporating IPMS Mercia). For more information contact Simon Mepstead, 7 Pembroke Way, Nuneaton, Warks. Tel: 02476 745551.

MERSEYSIDE SCALE MODEL CLUB (IPMS) meet first Tuesday of the month at the Royal British Legion, Crosby Road North, Waterloo. L22 0LG.

MILDENHALL PLASTIC MODEL CLUB. For information contact Peter on 01638 742354.

MILTON KEYNES MODEL CLUB. Contact Phil Smith on 01908 505988.

MODELLSPORTCLUB HANS GRADE Berlin, c/o Mr. B. Schurak, Lindenstr. 8, D-15831 Wassmannsdorf, Germany. Visit www.msc-hansgrade-berlin.de or e-mail SSchurak@aol.com

ALLROUND MODELLING Society Eeklo. The Modelbouw Eeklo website has changed from www.ping.be/modellbouw-eeklo to http://users.compaqnet.be/modelbouw.eeklo.

IPMS NENE VALLEY. For more details contact Dan Richards on 01733 572898.

NORTH NORFOLK MODEL GROUP. For more information contact P. Pegg on 07760 433734.

NORFOLK SCALE AIRCRAFT MODEL GROUP. For information call John Turner on 01603 890595.

NORTH ESSEX MODELLERS. Ring Jerry Baker on 01206 855080 or Mark Harris on 01206 842694 for details.

NORTH SOMERSET MODELLERS SOCIETY. For more information ring Fred Tooke on (01934) 416798.

NORTH STAFFS MODEL CLUB. Contact Stefan on 01782 618181 or Phil on 01782 544612 for details.

NORWICH SCALE MODEL GROUP. For more information please contact John Turner on 01603 890595.

NOTTINGHAM AND DISTRICT IPMS. Contact James Downham, 17 Quantock Close, Nottingham, NG5 9QA or Tel: 0115 2696799

'ON THE ROAD' MODELLING CLUB from Brugge (Belgium) for all civil vehicle modellers. For more information please contact Peter D'Hollander@village.uunet.be or Tel: 053/77.47.18.

GREATER PETERBOROUGH MODEL CLUB For more details contact Keith Boucher, Tel: 01733 242683

THE PENSNETT MODEL MAKERS SOCIETY. For more details contact John Boucker on 01384 834437.

PLYMOUTH SCALE MODEL ASSOCIATION. Contact Roger Haskell on 01752 267527 after 6pm.

PMC KOELN E.V., Germany. For more information contact Michael Winkler, Mertener Str.6, D-50321 Bruehl, Germany or Email: nc-winklemi@netcologne.de

POOLE SCALE MODELLERS Contact Malcolm on 01202 694037.

POOLE VIKINGS MODEL CLUB (Incoporating Dorset IPMS). For more details contact Paul Moores on 01202 483932.

ROBERTSBRIDGE AVIATION SOCIETY MODEL Club. Please contact David Morrice, 27 Derwent Drive, Tunbridge Wells, Kent. TN4 9TB Tel: 01892 520856

ROMSEY MODELLERS meet third Thursday of the month at the The Red Cross Hall, Great Well Drive, Romsey. For further information contact Les Cooper, 28 The Tyleshades, Romsey. SO51 5RJ. Tel: 01794 522968.

SALISBURY IPMS. Please contact: Peter James, 'Lithlorien', 18 Ilyton Avenue, Firsdown, Salisbury, Wilts, SP5 1SH. Tel: 01980 862403.

SHROPSHIRE SCALE MODELLERS (IPMS Telford). Contact Gary Stevens, 8 Whitemere Road, Shrewsbury. SY1 3BT.

THE SILICON VALLEY SCALE MODELERS meet at the Los Altos Public Library, Los Altos, California on the third Friday of every month. For more details contact Chris Bucholtz on (408) 723 3995 or Email bucholtzc@aol.com.

IPMS SOUTH EAST ESSEX/SOUTHEND- ON-SEA). Contact Simon Oliver on 01702 614831 (after 7pm) or John Drummond 01702 205494 (after 7pm).

SOUTH CHESHIRE M.M.C. (Crewe). Meet every other Wednesday at the Crosville Social Club in Crewe. For more details contact Phill Podmore, Tel: 01270 256 880.

SOUTH LONDON SCALE MODEL CLUB. For details and an information sheet, please ring Steve Hubbard on 020 8514 3840 or 0860 228194.

SOUTH SHORE IPMS, Pembroke, MA (USA). For more details contact Bob Burnside Tel: 617 659 4883.

IPMS SPAIN (Amigos Modelistas Placentinos), Apdo. de Correos 287, 10600 Plasencia, Spain. Contact Julian Herrero Email: mig21@retemail.es.

ST. EDMUNDSBURY SCALE MODELLERS. Contact Rod Jones (Secretary) on 01284 - 766104.

STAFFORD IPMS MODEL CLUB. For information contact; Terry Campion, 3 Leedhams Croft, Walton-on-Trent, Swadlincote, Derbyshire. DE12. Tel: 01283 713602.

STIRLING & DISTRICT MODELLERS SOCIETY SAE for programme to W.Wood, 37 Woodlands, Sauchie, Clacks. FK10 3PJ. Tel: 01259 722428.

SUNDERLAND SCALE MODEL CLUB meets in Fulwell, Sunderland. Contact Peter Hall 0191 513 0489 or David Dykes 0191 548 7777.

SUSSEX MODEL GROUP. For information please contact 01403 782638.

NORTH SURREY MILITARY MODELLING GROUP For more information contact Keith Goldsworthy on 020 887327886 or Kevin Jarrett on 020 83938534. Alternatively you can Email the club at nsmmc@cwcom.net

SUTTON COLDFIELD MODEL MAKERS' SOCIETY For more information contact Robert Day, 'Ashgrove', Didgley Lane, Fillongley, Coventry. CV7 8DQ. Tel: 01676 540469.

SWANSEA MILITARY MODELLING SOCIETY. Held in Morriston, Swansea on the second Wednesday of each month. Contact Keith Ryder (Branch Secretary) on 01792 815710 or Email keith_ryder@hotmail.com

TAYSIDE MODELLING SOCIETY. Details from Keith Herd, 38 Ashgrove, Perth. Tel: 01738 629555 (Sorry no under 16's).

IPMS/USA SUPERGLUERS OF SAN ANTONIO, TEXAS, USA. For more information contact Thunderbolt Hobbies (Tel: [210] 736 0768) and ask for Bob Kelly, Ian Hemmings or Skippy Harris.

THE OKLAHOMA HISTORICAL MODELERS SOCIETY. For more information contact David Kimbrell at ivandak@aol.com or Rick Jackson at rjackson@socket.net.

THURROCK SCALE MODEL CLUB. For more information please contact John Davies on 01375 406895 or Steve Moore on 0708 853139.

THAMES VALLEY SCALE MODELS CLUB. For for further details please contact Keith Sherwood on 01494 533778.

WALLINGFORD (IPMS). For more details contact Club Secretary Phil Golding on 01491 201827 or George Clark on 01491 201902.

WARRINGTON (IPMS). For details contact Dave Foxall on 01925 825619.

WATFORD MODEL CLUB. For more info. contact Nigel Foster on 01525 384875.

WEST BERKS SCALE MODEL CLUB. Contact Adrian on 01635 49524 evenings before 9pm or write to; 14 Oakley Rd, Shaw, Newbury, Berks, RG14 2PD.

WEST MIDDLESEX IPMS. Contact Les Clancy on 01784 465191 or Tony Horten on 020 8384 3840 for details.

WEST RIDING IPMS. For more information contact the Club Secretary, Chris Norfolk on 0113 2176325 or Email: cnorfolk@cwctv.net.

YORK & DISTRICT PLASTIC MODELS SOCIETY. Contact Chris on 01430 873408 or Joel on 01904 766895.

New Model Clubs Forming

SIGPMA A NEW SIG for all those interested in Portuguese Military Aviation. Contact: P.O. Box 52054, 4202 - 801 Porto, Portugal. Email: ruidom@mail.telepac.pt

YU AVIATION SIG. Please note that this group's Email address has changed from modelart@ptt.yu to yasig@eunet.yu. The group also has a new postal address; Nenad Miklusev, Novosadskog Sajma 16/301, 21000 Novi Sad, Yugoslavia.

YUGOSLAV AVIATION SIG discussion board at http://disc.server.com/58276.html.

I AM CURRENTLY TRYING TO REVIVE the 1/144th scale military aircraft SIG. If anyone is interested in joining please contact David Campbell, Faircroft, 3 High Street, Stanwick, Northants. NN9 6QA or Email David.Campbell@Tesco.net.

Special Interest Groups (SIGs)

AXIS EAGLES - World War II Axis Aircraft Special Interest Group meets bimonthly at Ashburton Library, 154 High Street, Ashburton, Victoria, Australia. For more Info. contact axiseagles@ozemail.com.au or jjbaxter@techinfo.com.au

IPMS GULF WAR SIG. For more details contact Gary Madgwick, Brook Barn,Letcombe Regis, Wantage, Oxon, OX12 9JD. Tel: 01235 769746. Email: gary.madgwick@dial.appleinter.net.

THE ANZAC SIG is forming covering Australian, New Zealand, Canadian, UK and Commonwealth Military subjects post 1960. For more information contact Gary Madgwick, The Aviation Workshop, Brook Barn, Letcombe Regis, Wantage, Oxon, OX12 9JD. Tel: 01235 769746.

The IPMS Racing & Record Aircraft SIG. For more information about the SIG and our quarterly newsletter ('Bent Throttles') contact Anders Brunn, Bradstupsvagen 21, SE-129 39 Hagersten, Sweden. Email: anders.brunn@telia.com.

WORLD WAR ONE SIG has a new website at http://www.users.globalnet.co.uk/~ipmsuk/wingswiresig.htm

WORLD HELICOPTER SIG. Contact Geoff Arnold, 44 Rowan Road, Market Drayton, Shropshire. Email: geoffrey.a-hell-sig@whsmithnet.co.uk

WINGS 'N' WIRES. IPMS World War I Aircraft SIG. Contact Joel Christy, 35 North Lane, Haxby, York. YO32 3JS

IPMS UK Fleet Air Arm Special Interest Group. For more details contact Steve Hubbard on 020 8220 3638. email: faasig@msn.com

IPMS (UK) WEB site at http://www.users.globalnet.co.uk/~ipmsuk. Contact Sue Allen, 8 Oakwood Close, Stenson Fields, Derby. DE 24 3ET. E-Mail sue@ipmsuk.globalnet.co.uk.

8TH USAAF IN WWII SIG being started. Please contact either Mr L Wells, 17 Helford Drive, Broadsands Park, Paignton, South Devon. TQ4 7NL. Tel. 01803 844977, email: wellzy_2002@yahoo.com, or Mr R Gray, 92 Prospect Avenue, Pye Nest, Halifax, West Yorkshire. HX2 7HP, email: trebor@yarg1861.freeserve.co.uk for more information.

www.sampublications.com

events diary

February 22nd
Fleet Air Arm Museum Model Show, Yeovilton, Ilchester, Somerset. For details of the show contact The Marketing Department on 01935 842619 or 842614 or email: enquiries@fleetairarm.com

February 23rd
Chiltern Scale Model Club Show. Stratton Upper School, Biggleswade, Bedfordshire.

February 28th & March 1st
Model Expo 2003 hosted by IPMS Atlanta and IPMS Northmen at Meadow Creek High School, 4455 Steve Reynolds Boulevard, N. W., Norcross, Georgia 30093, USA. Contact Paul Cotcher 678-513-0083 or email Bcotcher@mindspring.com

March 8th
East of England Model Show at Peterborough Town Hall. 10am to 4pm. Admission is free.

March 8th–10th
Model Expo 2003 and the Australian Open Plastic and Scale Modelling Championships will be held in the Exhibition Centre Hall 1, Plummer Avenue, Royal Melbourne Showgrounds, Epsom Road, Ascot Vale, Victoria. For details write to Model Expo 2003, c/- IPMS Australia Inc., GPO Box 1187, Melbourne 3001 Australia, or telephone Graeme Dodd (03) 9808 0341 or Ian Vale (03) 9873 4256 or e mail IanVale@bigpond.com

March 9th
North Somerset Model Show at Somerset Hall, Portsihead. 10am to 5pm. Contact Simon Parks-Lockett on 01934 628565.

March 15th
Mosquitocon 2003 model contest and flea market at Wayne Pal (Police Athletic League), PAL Road (off Route 23). 9am to 4pm For details send sae to Mr W. Connolly, 3 Timkak Lane, Pennington, New Jersey, 08534 609-737-8596. www.njipms.org

March 15th & 16th
Southern Expo 2003 at the Hornchurch Sport Centre, Harrow Lodge Park, Hornchurch, Essex. 10am to 5pm. For details contact W. Arrowsmith on 01708 473038, email southernexpo@yahoo.co.uk

March 22nd
Flanders' Modelling Festival 2003 at Don Bosco Technical Institute, Salesianenlaan 1, B-2660 Hoboken (Antwerp). For details please contact Rudy Binnemans, IPMS-Belgium-Antwerpen, Te Couwelaarlei 103/21, B-2100 Deurne. Tel/Fax (00) 32 3 324 22 04. Info and registrations: http://www.ipmsantwerpen.be

March 23rd
Model Show of the Potteries at Meir Community Centre, Pickford Place, Meir, Stoke-on-Trent. 10am to 4pm. For further information contact Mr A. Ewart on 01782 388892 or Mr M. Copestake on 01782 392353.

March 23rd
The National Museum of Military Miniatures 1st Annual Fundraiser and Model Show. Held at the Wareham Elks Hall, Wareham, Massachusetts. 9am to 4pm. Vendor info. contact Paul Boyle, 67 Old Coach Road, Braintree, MA 02184 (617) 675-0769. Show info.: Bill Grigg, 71 Lewiston St, Brockton, MA

(508) 583-0924 between 9am and 9pm or email BJGUSCG@aol.com

March 29th
Aerojumble at Shoreham Airport, West Sussex. Gates open at 10.00am. Contact 01424 440644 or email: aerojumblesuk@andysaunders.freeserve.co.uk

April 5th
Poole Vikings Model Club (IPMS Dorset) Annual Model Show at Poole Grammar School, Gravel Hill, Poole, Dorset between 10.00 am and 4.30 pm. Admission Adults £2.00, Children and Senior Citizens £1.00 and Family tickets £4.00, Free Car Parking. For further Information contact Andy Sweet on Bournemouth (01202) 743494. Or email: poole.vikings@virgin.net

April 5th
19th Annual Open Invitational,IPMS region 4 USA at C.K. Newsome Community Center, 100 E Walnut St, Evansville In 47711 USA. 8am to 5pm CST. For contest or vendor info contact: Don Blan, 4839 Cambridge Dr, Owensboro Ky 42303. Tel: 270-684-6304 or Brian Veach, 514 E 9th St,Owensboro, Ky 42303. Tel:270-684-9499 or email: CarModeler@aol.com or jtmichl@hotmail.com

April 6th
The Shropshire Model Show. 10am to 4pm in all three hangars at The Royal Air Force Museum Cosford. Contact: The Royal Air Force Museum Cosford, Cosford, Shifnal, Shropshire. TF11 8UP. Tel: 01902 376200.

April 12th
Sword and Lance 2003 at the Arts Centre, Vane Terrace, Darlington. Contact: Colin Holmes, 127 Dinsdale Crescent, Darlington, Co. Durham, DL1 1EZ, Tel: 01325 489801 or e-mail: dmms@whsmithnet.co.uk

April 13th
Gatwick Aviation Society Aircraft Enthusiasts Fair. 11am Crawley Leisure Centre, Haskeet Avenue, Crawley, West Sussex.

April 19th
Plymouth Expo 2003 at the Plymouth Guild Hall. Contact Alan Edhouse. Tel: 01752 262340 or email Alan.Edhouse@skynow.net

April 25–26
Region Four Convention sponsored by IPMS/Roscoe Turner, Indianapolis, Indiana. Four Points Sheraton 7701 E. 42nd St. (I-465 @ SR 67/Pendleton Pike). Contact Ken Kindler, 7763 Prairie View Ln, Indianapolis, IN 46256 (317) 570-1796 Email: kindler3@comcast.net

May 10th
Heathrow Aircraft Enthusiasts' Fair at Feltham Community College, Browells Lane, Feltham, Middlesex. Enquiries to Keith Manning Epsom 01372 725063 (Eves) or email keithmanning01@o2.co.uk

May 10th
Rocky Mountain Model Club's 9th Annual Model Contest at the Sandstone Valley Ecumenical Center, 1100 Berkshire Blvd. NW. Calgary, Alberta, Canada. Additional info is available on our website: www.RockyMountainModelClub.com

May 11th
The 3rd IPMS Gloucester Model Show at the Churchdown Community Centre, Parton Road, Nr Staverton Airport. 9.30am to 5pm. Contact J. Brown, 123 Pheasant Way, Beeches Park, Cirencester, Gloucestershire. Tel: 01285 659254 (after 7.30pm). Email Jeffreyarthurb@aol.com

May 17th
IPMS/Gamecocks & Mid-Carolina/IPMS Joint Contest, Lexington, SC, USA. For more information contact: Paul Lovell, 3120 Georgia St., Dalzell, SC 29040 USA, 803-469-0734,dogfighter@ftc-i.net

May 18th
Midland Model Expo 2003 at Leasowes Leisure Centre, Kent Rd, Quinton, Halesowen Nr Birmingham. For info. contact D. Jeffrey (0121 550 7184) or Craig Greville (0121 360 4905.

May 24th
Squadron Scalefest 2003 hosted by IPMS North Central Texas at the Exhibit Hall at Mesquite Rodeo Center, 1818 Rodeo Drive, Mesquite, Texas. Send SASE to Squadron ScaleFest '99, PO Box 871416, Mesquite, Texas 75187-1416.

May 24th
Torbay 2003 Model Show & Competition. Held at Torquay Town Hall, Torquay South Devon, doors open to the public at 10am. For details of availability for space please contact Les Wells on (01803) 844977 (after 7pm please) or e-mail on wellzy_2002@yahoo.com

May 24th–26th
Overlord 2003, Five Heads Road, Horndean, Nr. Portsmouth. Full arena programme, bar and evening entertainment. Entry and support cars free, no caravan/motorhome restrictions. Chris Pearce (Vehicles) 01489 572582 Richard Notton (Stalls & General) 01329 832616 / 07939 136149 / 023 92781888. Fax: 023 9278 7588 e-mail: Richard@fv623.demon.co.uk

Forms on the web for exhibitors and traders: http://www.solentmvt.co.uk

June 7th
Midland Counties - Aviation "Wingding" a mixture of activities including special book offers, Publisher stands, Magazine Giveaways, Model Aircraft Displays, Slide Show. 9-30am to 4-30pm. at 4 Watling Drive, Hinckley, Leicestershire

August 17th
Redhill Airport Fly-In and Aeronautical Collectors Fair. 10am Redhill Airport, Surrey. For Info phone/fax 01737 822200

September 28th
St Edmundsbury Scale Modellers Show at the Moreton Hall Community Association and Club, Moreton Hall, Bury St Edmunds. Sign posted from the A14. Club and trade stands. Free car park. 10am to 5pm. Contact Dominic Stevenson, 7 Silverdale Close, Ipswich, IP1 4JF. 01473 743189.

November 2nd
Elsecar Model Show at Elsecar Heritage Center, Wath Road, Elsecar, Barnsley. 10am to 4.30pm. Further details from Martin Blundell 01226 753649 or Roger Evans 01226 203784.

Greater Peterborough Model show:
Contact David Martin 01733 380250

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Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.

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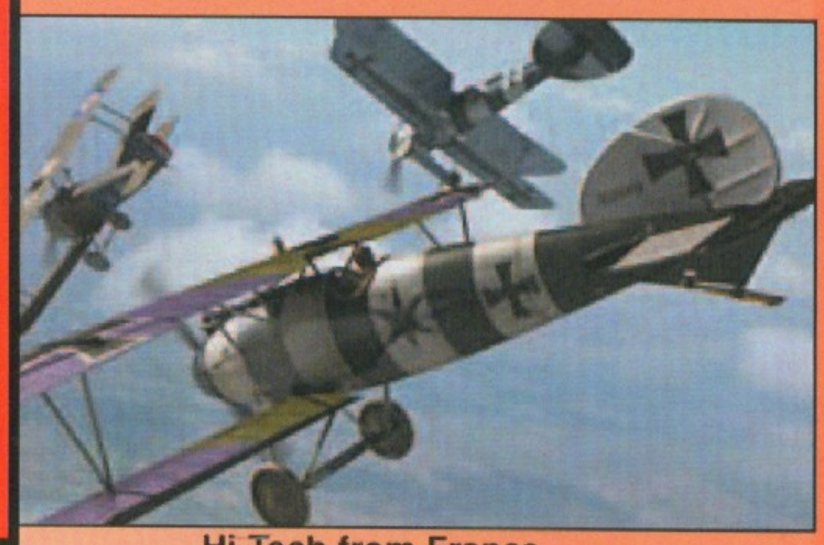

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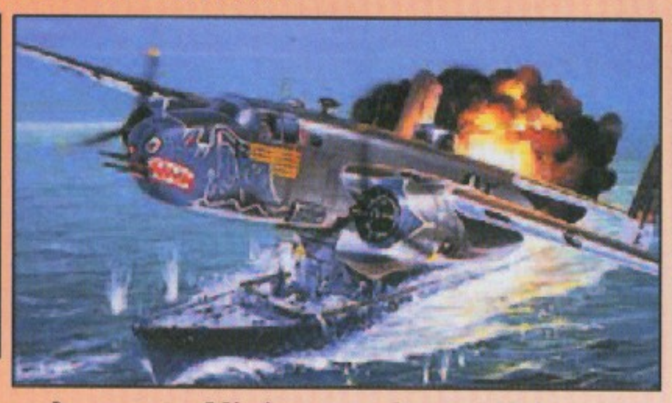

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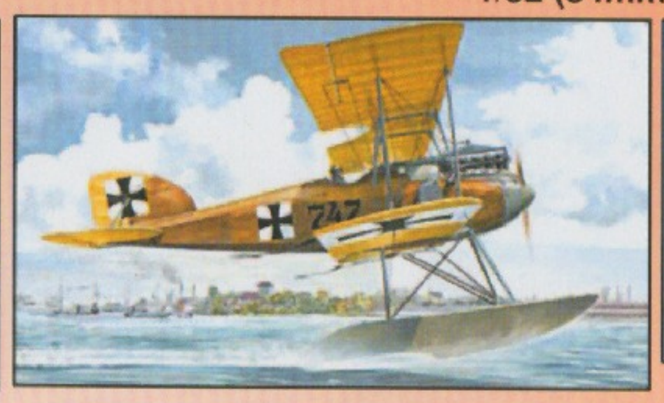

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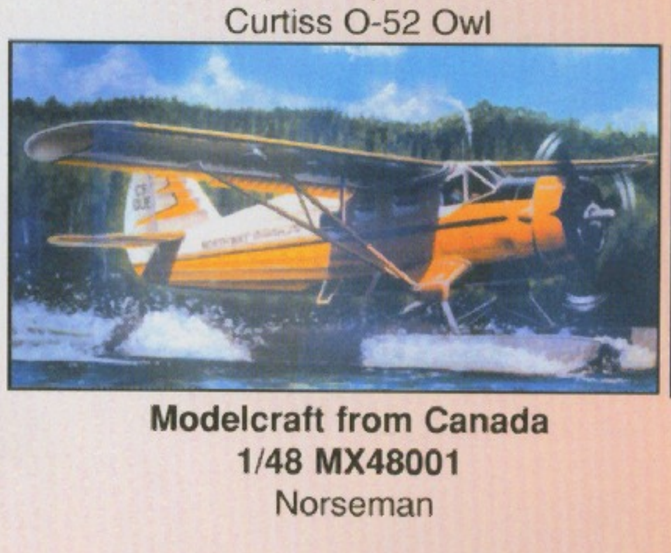

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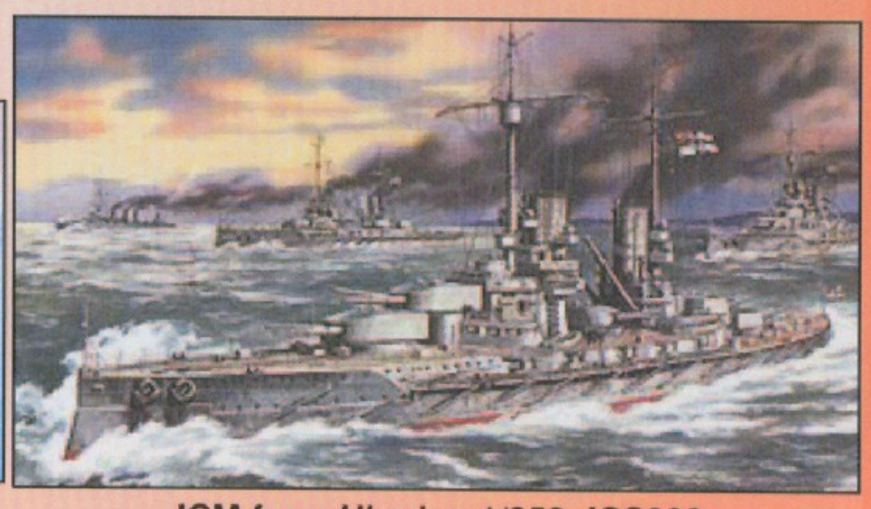

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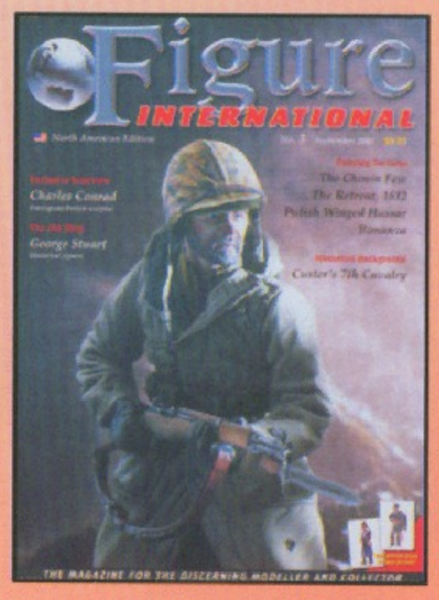

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